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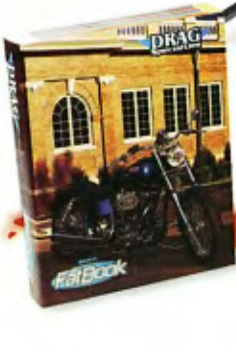

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Taking It Easy

A guy was dumped by his girlfriend and was so distraught that he dug a hole in his front room, stripped naked, and climbed in. So **his family threw him food** and emptied his bucket toilet every now and then hoping he would see the light (pardon the pun) soon. By the time he was well at home in his fourth hole, the family decided it was time to alert the police. But the chief of police didn't know what to do and said, "I don't know how we can persuade him to come out, he seems quite happy down there."

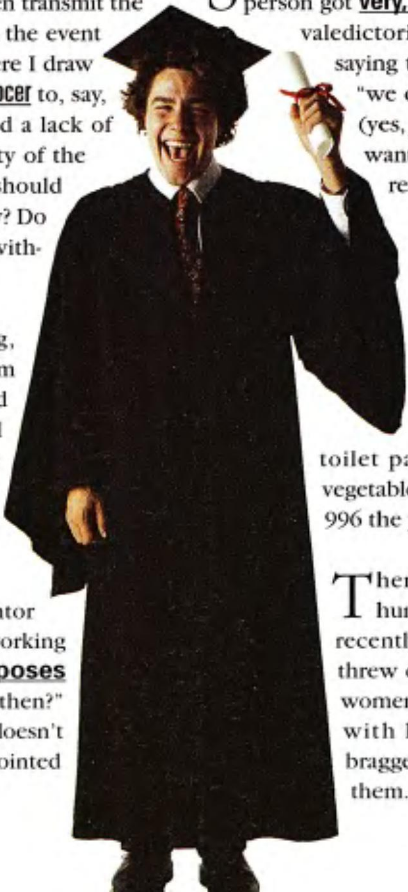
After serving 20 years in prison, he declared that he was the Messiah. He also said he couldn't have been guilty of stealing because **everything in the whole world** belonged to him already. He demanded to be recognized as "King of the Jews, gold, silver, bison, fish and mollusks." the courts so far remain unconvinced.

Here's a good example of overreaction. A man lost his mobile phone and was so upset that he hung himself. His suicide note read: **"I have lost my phone** so I have no alternative but to take my own life."

I personally think knowledgeable toilets are a bit intrusive. A British company told a reporter that it had made its toilets more technological with a model that automatically performs urine and fecal analyses for users and could then transmit the results to the family doctor via the Internet in the event the readings were out of line. Now here's where I draw the line—they said it could also **call the local grocer** to, say, send over some beans if the results indicated a lack of roughage in the diet. (They say the availability of the toilet is still several years away. Think they should hurry to get these things on the market quickly? Do you wonder what you've done all this time without them?)

A family of four suffered food poisoning, apparently after eating pork purchased from a local wholesaler. They sued and were awarded $485,000 (and now get this). The judge awarded about $1,200 additional for the unusually large number of **rolls of toilet paper** the family says it went through because of diarrhea from the tainted pork.

Some Russian technology: A Russian inventor told reporters that he has introduced a working model of a talking **vodka bottle that proposes toasts** (roughly translated: "Another round, then?" and "To our beautiful women"). The battery doesn't last long after its first use, but then, as was pointed out, neither does the vodka.



Now here's a twist. A twice-convicted murderer filed a lawsuit against the prison system (his current residence), demanding his right to be placed on death row. The prison, noting his violence and **history of escape attempts,** had transferred him from death row to its maximum-security lock-up for its most problematic cases. The convict said that the deprivation of "rights" has caused him mental, emotional and physical distress, and besides, he hasn't tried to escape in over a year (even though he killed a man during the last one).

Among the Cold War intelligence ideas of the mid-1970s was the British M15 agency's proposal to station gerbils at airport terminal gates in hope that they would use their ability to detect passengers who were **unusually sweaty,** as such passengers were disproportionately likely to be spies entering Britain. The M15's director-general said, while speaking at a conference, that they had abandoned the idea when they realized that lots of people who go up in airplanes sweat. (No! Really?)

Now you'd know this wouldn't happen here in the good old USA. A man was **playing dominoes** in a quiet hillside cafe when a cow fell through the roof, knocking him unconscious. It happened in Turkey.

Several high schools in California were so afraid that if one person got **very, very good grades** and was singled out as valedictorian, the school administrators might be saying that he/she is better than other kids and "we can't have that." One high school had 44 (yes, *forty-four*!) valedictorians. (It makes me want to tear my hair out—a wimpy society is rearing its ugly head.)

Here are some statistics everyone should be aware of: According to an annual report on estimated accidents in the home, 36 people went to the hospital for injuries associated with **teapot covers,** about 165 for injuries from place mats, about 330 from toilet paper holders, and about 13,000 from vegetables. But sponge-related accidents fell from 996 the previous year to 787. (Good to know.)

There was a tradition in Slovakia that was hundreds of years old and was practiced as recently as the 1950s: Unmarried men ritually threw cold water on, and then whipped, single women. The women in turn **rewarded the men** with hard-boiled eggs and chocolate and bragged about the number of men who visited them. Hey, it's a wacky world!

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 342 • DECEMBER 2001

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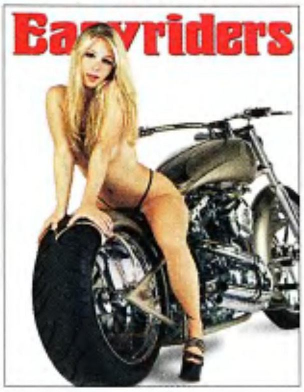

Paul Yaffe's *VQ* Biker's Ball Bike with jazzy Jesse, shot by Butch Lassiter. Special imaging by Mark Evangelista.

The next liver-quiverin' issue goes on sale December 4th, 2001. **Printed in the USA.**

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Easyriders® magazine ISSN 0046-0990 Number 342. December 2001. Vol. 31. *Easyriders®* is published monthly by Paisano Publications, Inc., with corporate offices at 28210 Dorothy Drive, Agoura Hills, California 91301-2693, (818) 889-8740. Editorial mailing address is P.O. Box 3000, Agoura Hills, CA 91376-3000, (818) 889-8740, FAX: (818) 889-1252. Web site: http://www.easyriders.com. Periodicals postage paid at Agoura Hills, California 91301-2693 and at additional offices.

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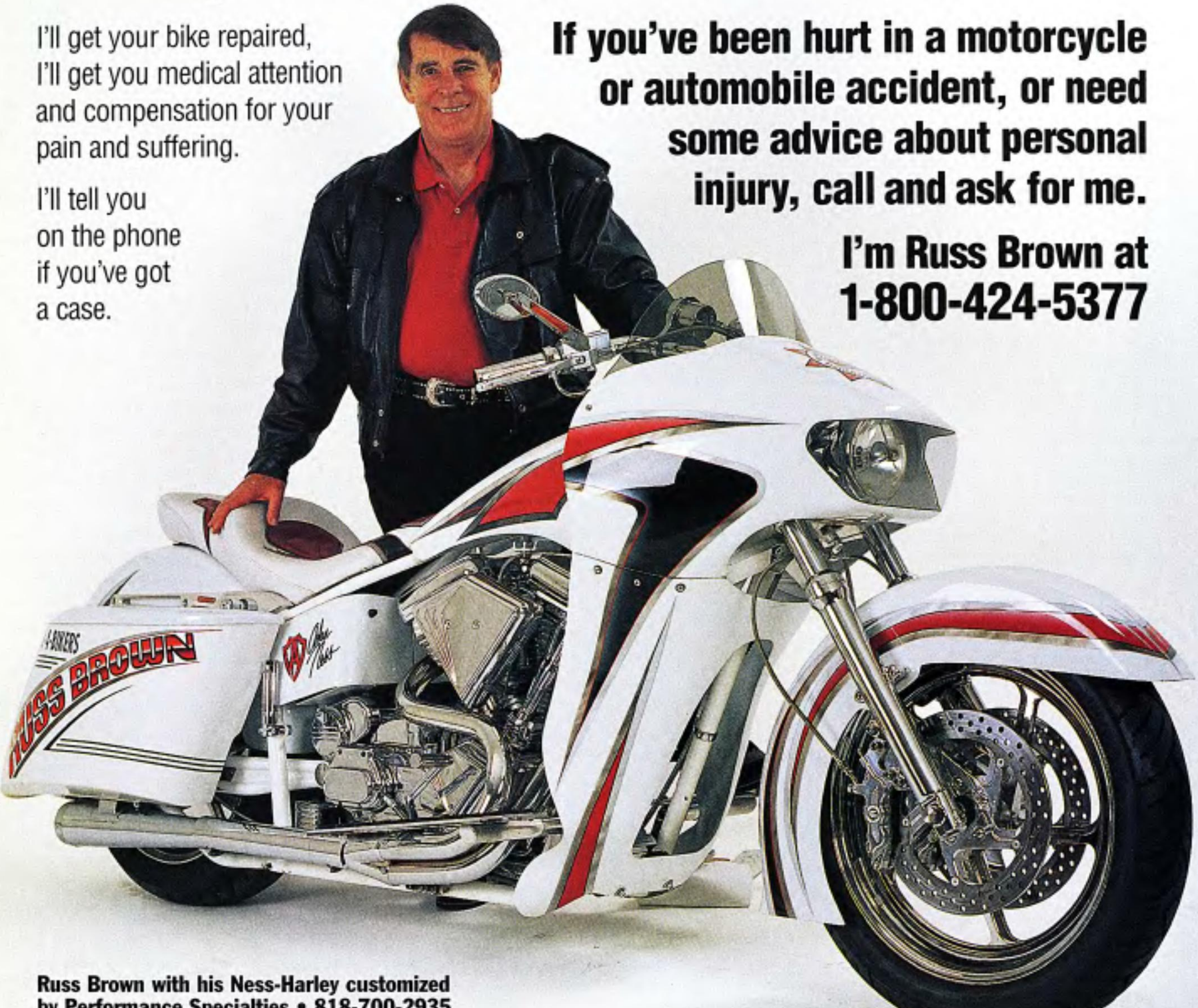
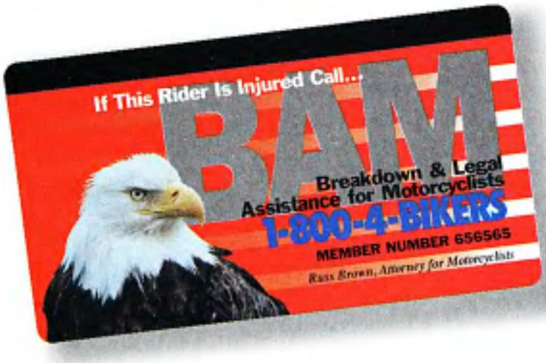


Russ Brown with his Ness-Harley customized by Performance Specialties • 818-700-2935



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Newsstand Distribution
Curtis Circulation Company
730 River Rd., New Milford, NJ 07646

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WordMonger

An Enlightenment

I really thought I had a tight grip on the Motor Company dirt, as the whole thing is a passion of mine. Upon my shock and amazement as to why I didn't achieve a perfect score on your "Brain Drainer" quiz (30th anniversary issue, Pages 168-169), I did some research on Question 3. Several publications and many beers later, I found that there were in fact three Harley motorcycles produced in 1903, not one (refer to, among others, *Hog Tales*, May/June 2001, "Factory profiles," on Page 7). Accordingly, the correct answer to Question 3 is C (3), not A (1) as indicated in your legend.

For the peace of mind of the other poor bros now walking in circles, unable to show their faces due to their poor showing on your test, please publish a correction that they may be enlightened and their confidence regained.

Jim Buttino
Dryden, New York

Ahh, you're talking about alternate reality No. 17 wherein Harley produced three bikes in 1903, apes talk, Texas doesn't exist (Where's Texas letter), and Peter Fonda is the President. Now we remember. Yes, you win.

A Welcome Letter From Florida

"Dear members of the Motorcycle Riding Community: Greetings from Key West and the fabulous Florida Keys! We wanted to take this opportunity to say that we welcome your presence here and want to continue to build the positive relationship we have maintained with motorcycle riders over the past several years. Our corner of the country has been host to several popular events such as Fantasy Fest and Poker Run, and we are a popular spillover destination for many of the participants of Daytona Bike Week.

"Our community has always welcomed motorcycle riders and will continue to do so. But on behalf of many of our residents, we would like to ask that riders with straight pipes please have their bikes made legal prior to visiting our islands. In many cases, our residential neighborhoods with narrow streets can act as "echo chambers" with muffler noise reverberating loudly off the surrounding buildings.

"The Monroe County Sheriff's and the Key West Police Departments will be ticketing motorcycles that are not in compliance with Florida State Statutes. However, that is not our goal. What we would like to see is the motorcyclists respect our neighborhoods right for privacy and mitigate their muffler noise in these areas.

"On our end, for special events we will increase the information easily available for motorcyclists and will make cars and trucks aware that there are a larger number of cyclists on the road than usual. This will be done through reader-boards spanning the length of U.S. 1, maps available for our visiting guests, and signs clearly designating residential areas of the city and county.

"Once again, the city of Key West and Monroe County will continue to share a friendly relationship with all the motorcycle-riding community. We only ask that you please mitigate the excessive muffler noise on your bikes for the benefit of our residents."

Jimmy Weekley
Mayor, City of Key West

George Neugent
Mayor, Monroe County

Gordon "Buz" Dillon
Key West Chief of Police

Rick Roth
Monroe County Sheriff

They're Moved

Just finished reading the story "Ride Of Their Lives" about the kindness of that giant of a man, Roy Hutchison, and can truthfully say that I've never been so moved. I let a few other cons read the article, and they went to tears. Not many people can reduce a bunch of big tattooed convicts to tears. Excellent story.

Michael Cooper
Raybrook, New York

Where's Texas?

Man, I can't believe it. I was looking in the August issue under "Happenings" on Page 24, and every state is there but Texas. What's up on the scooter rallies, ABATE runs, charity runs, etc.? We're looking bad—one of the biggest states in the nation and no biker happenings? Come on, Texas, get with the program. Don't let these other states show us up.

Glenn Prescher
Huntsville, Texas

Hey, we're in Alternate Reality No. 17. There is no Texas. On the serious side, we'll see what we can do.

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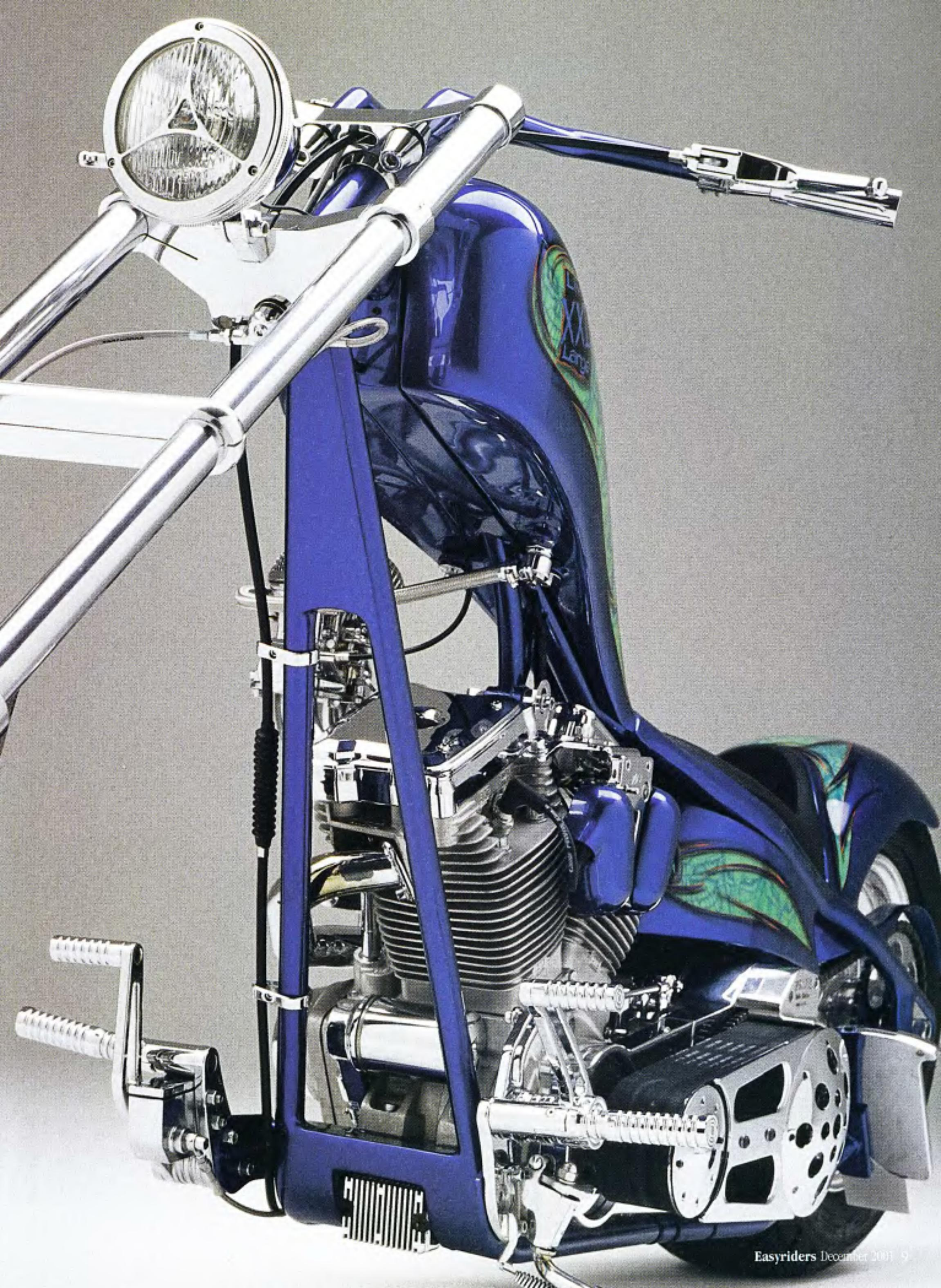
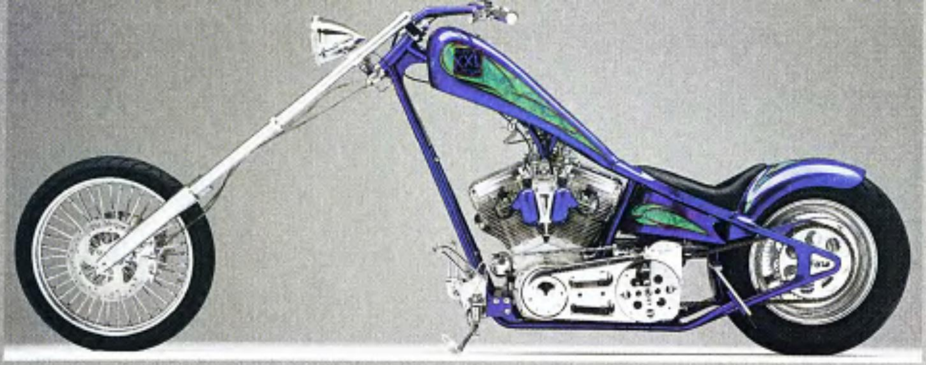
Livin' Large

BIG MIKE GRIFFIN'S CHROME SPECIALTIES WONDER BIKE

Playing and singing the blues, knocking back some cold brews, firing up a fat stogie— in other words, livin' large. Six-foot-10 "Big" Mike Griffin is a blues-man that can bring the house down in a mighty way. To say that Mike is big is an understatement. Normal-sized guitars and bikes fit him the way that regular-sized clothes do. They don't. His straight-ahead blues and road-inspired rock tunes are as bad-to-the-bone as it gets.

Big Mike's newest CD release is available from Chrome Specialties (800-272-8685) along with lots of other hot goodies for you and your scoot. Just like the rest of us, Big Mike saw CSI's "Dare to Dream" show bikes as rolling works of art that spark the old imagination because almost anyone can build one with their help.





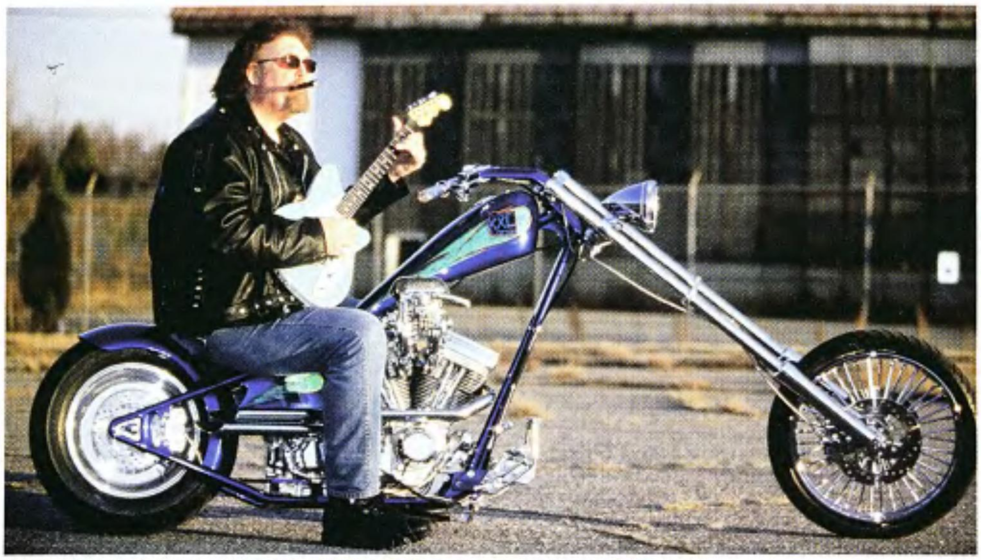
Two years ago, John Tubbs of Chrome Link introduced Big Mike to CSI's Ed "Mr. Lucky" Martin who invited him to visit Fort Worth, Texas. Soon after, Big Mike tore the roof off of the J&J Blues Bar with Mr. Lucky jamming along on the harp. When the gig was over they sat down, hoisted a cold frothy beverage and lit some monster cigars. Mr. Lucky said, "Mike, you're so big and life is so good for you. Why not do a song called *Livin' Large?*" Several sudsy ones later, the plans for Mike's behemoth bike began to materialize. Mr. Lucky knew that Mike's ride would have to be extra long and extra mean. It would have to be size XXL-plus in every way to provide the perfect fit for bad Big Mike.

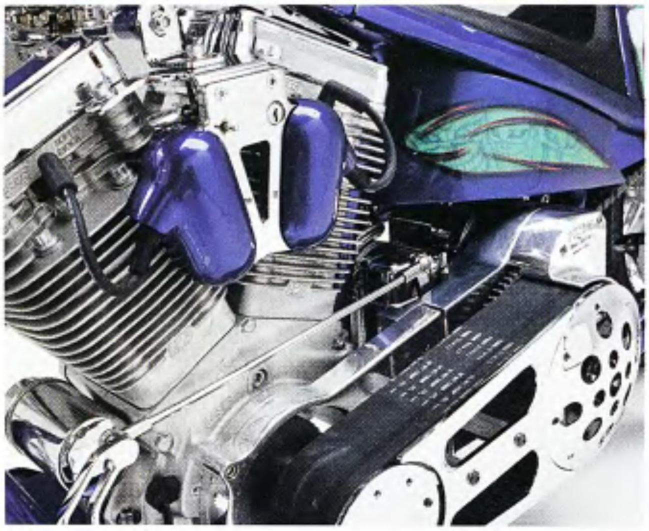
Mr. Lucky wasted no time procuring a rigid Jammer frame and a CSI glide front end with over 20 inches of stretch. Once the rolling frame was rough wrenched, it was hauled over to Joe and Jason Martin of Martin Bros. for the rest of the build. This seriously raked out bike gets its oversized charge from 113 cubic inches of reliable S&S power. Who wouldn't love to run through all six of the RevTech gears that spin the Avon 230 tire like a jet turbine. Big Mike gets no greater thrill than riding his new chopper wherever and whenever he can. "I don't own no trailer, and I never will," sings Big Mike.

Hooking up with Mr. Lucky and doing it right is just what Big Mike needed, and it's something you can do too. You don't have to sing the blues to get a ride like Livin' Large. Call Chrome Specialties and get your hands on 946 pages of sweet goodies, order Big Mike's CD, and while you're at it, ask for a bill of materials for Livin' Large. Don't forget to ask yourself...are you large enough?

—Jeff Moore

Livin
XXL
Large





Owner:................"Big" Mike Griffin
City: ....Nashville, Tennessee

General

Year/Make: ....2001 Special Construction
Model: ....Livin' Large
Fabrication: ....CSI/Martin Bros.
Assembly: ....CSI/ Martin Bros.
Time:...............................3 months
Chroming: ....B&B Plating, Ft. Worth, Texas

Engine

Year:..2001
Model: ....S&S Super Sidewinder
Ignition:........Crane Hi-4 Single Fire
Displacement:......113 cubic inches
Lower end: ....S&S
Balancing: ....S&S
Pistons:.............S&S forged 10.1:1
Cases:......................................S&S
Heads:......................................S&S
Cam: ......S&S 562 Hi-performance
Lifters: ....S&S HL2T kit
Carb: ....Weber/ Terry Components
Air cleaner: ....Terry Components
Pipes: ....Martin Bros.

Transmission

Year: ....2001 RevTech
Shifting: 6-speed
Engine sprocket:Primo 3-inch open belt-drive
Trans sprocket: 24-tooth
Wheel sprocket: 51-tooth

Paint

Molding/Painter:..........Martin Bros.
Color: ....Bluesman blue
Type: ....Polyurethane
Special paint:..Joe Martin, airbrush

Frame

Year:.......................................2001
Builder: ....Jammer
Type: ....rigid
Rake: ....45 degrees
Stretch:....10 inches in downtubes, 5 inches in backbone
Alterations: ..molding, Martin Bros.

Accessories

Bars:...........................Martin Bros.
Handlebar controls:................GMA
Fenders: ....Jesse James, modified
Headlight:..................................CSI
Taillight: ....Donnie Smith
Front pegs:................................CSI
Foot controls:....................Legends
Gas tank: ....Donnie Smith stretched XXL+
Oil tank: ....Jammer, modified by Martin Bros.
Oil system: ....S&S
Seat:...........................Martin Bros.
Mirrors/Grips:............................CSI

Forks

Type/Exension: ....Glide; 20+inches
Builder:.......................................CSI
Special features: ....tweek Bar

Wheels

Front

Size: ....21 inches
Hub:.............American Wire Wheel Fat Spoke
Rim width: ....3 1/2 inches
Tire: ....Avon Venom-X
Brake: ....GMA

Rear

Size: ....15 inches
Hub: ....CSI Jammer
Rim width: ....7 inches
Tire:...................................Avon 230
Brake: ....GMA
Photos: ....Aaron Stevenson

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Puttin' Around

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"Stray Kat" Chopper Frame

Master builder Cyril Huze has come up with this "new school" chopper frame called the Stray Kat, that accepts 250 series tires with a stock-width belt. It's constructed out of 0.95 wall, 4130 chrome-moly, 1 1/4-inch tubing for superior strength, tig welded and fixture cooled. For a clean look, internal fork stops are integrated in the steering head. Top and below neck areas are CNC-machined with a staircase design. Hidden axle with Cyril's exclusive trick, billet-teardrop axle covers with invisible bolts. CNC square-tubing motor mount with internal wiring loom inside the backbone for ease of wiring. For this frame, Cyril designed a very innovative stainless steel teardrop oil tank (included with the frame) with center oil fill and hidden battery. Available in 3-inch stretch/38-degree rake, or 5-inch stretch/40-degree rake— any other on request. Call 561-392-5557, or log on to www.cyrilhuze.com.

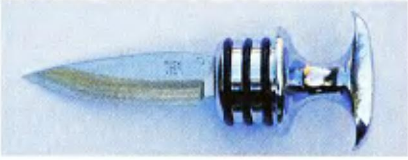
PM Hand Controls, Switches, Throttle Housing and Mirrors

Never quite satisfied with the status quo, Performance Machine decided their billet aluminum, contour-style hand controls needed a final finishing touch. To complete the package, they created a matching billet throttle housing and mirror. Both the throttle housing and mirror are designed to blend perfectly into the contour master cylinders (available in both brake and clutch version) as well as clutch assemblies. PM contour mirrors are available in long and short stem. Create the ideal control package by combining PM's contour master cylinder and clutch perch, with their matched billet switches, throttle housing and mirrors. Available polished or chrome plated and master cylinders are available in 5/8-inch or 11/16-inch to match your brake system.

Call Performance Machine Inc. at 714-523-3000 for more info, or log on to www.performancemachine.com.

Who Are You Calling Dipstick?

Highway Novelties introduces a new engine oil dipstick design. Made of chromed billet aluminum, its T-handle is very ergonomic and features three rubber O-rings that offer the best possible oil seal. A genuine Buck-knife blade is used as the dipstick, and features oil level markers for easy and accurate oil checks. Shown below is the plain, Outlaw dipstick— 1 of 4 designs that also include the Iron Cross, the Skull, and the Flames, which are etched onto the handle. These *cutting-edge* dipsticks retail for $60 plus tax and shipping, and are available through Highway Novelties at 949-548-0074.



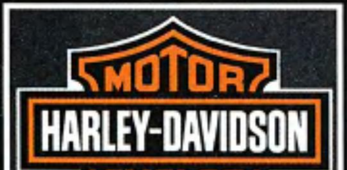
Prints in the Wind

The spirit and freedom of riding is portrayed in two new prints, *Out West* and *Desert Chopper*, available from artist Chris Kallas. These quality color lithos are produced on 80# acid free cover stock. These prints are $39.95 for a signed limited edition of 300 or only $19.95 unsigned, plus $4.95 for shipping. To place an order call C. Kallas Fine Art/ Illustration 310-316-2790.

ROCK and ROAD

Lynyrd Skynyrd
Allman Brothers
Marshall Tucker Band
The Outlaws
George Thorogood
Johnny Winter
The Fabulous Thunderbirds
Little Feat
Little Village
Leon Russell
Freddie King
John Lee Hooker & Canned Heat
Black Oak Arkansas
Blackfoot
Elvin Bishop
Molly Hatchet
Jason & The Scorchers

ALSO AVAILABLE



Featured artists: **Jimi Hendrix · Bob Seger · Queen · Billy Idol · Alice Cooper · Bad Company · Willie Nelson · Styx · Trace Adkins · Merle Haggard · ZZ Top · Tanya Tucker · Steve Miller Band · Grateful Dead · Poison · REO Speedwagon · Ted Nugent · Vince Gill** *and more...*

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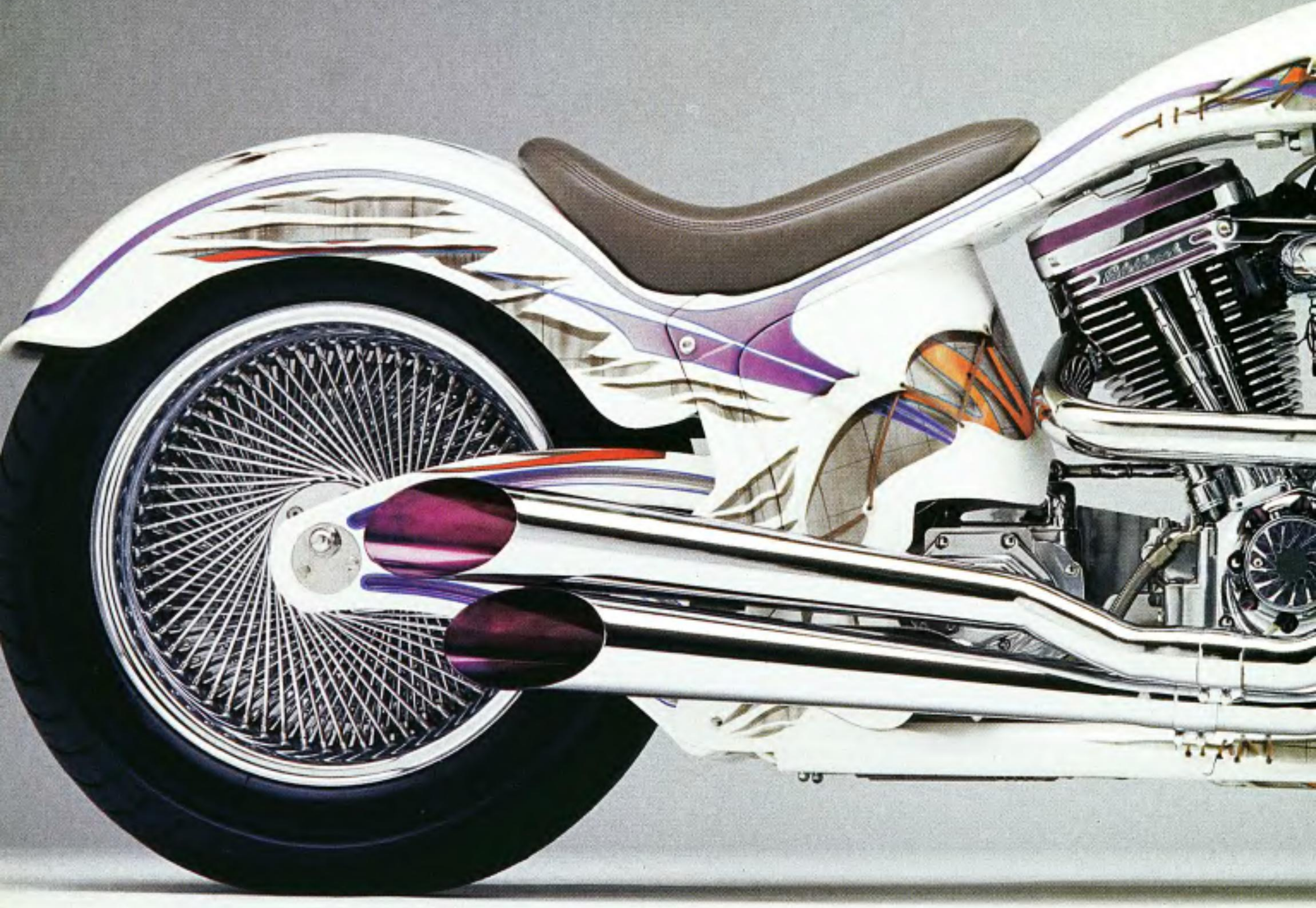
White Lightning!

STRAIGHT FROM NORTH CAROLINA AND W.I.N. CUSTOM CYCLES, A ONE-OFF FROM THE RUBBER UP

It's no exaggeration. This bike's frame is completely hand-built, its fenders started out as flat sheets of raw aluminum, the swingarm was hand-carved, the fuel tank was sliced, diced, and stretched beyond recognition, the oil bag (a 5-quart giant, by the way) is handcrafted, the...oh hell, you get the idea. From the handlebar to the belt guard there isn't much that wasn't whittled and welded into what we're looking at.



Amazing piece of work, isn't it? Here's something to top that: "I'm just learning as I go," says William I. Newton, the man behind the welding equipment, the mills, and the drill presses. "This white bike is the first motorcycle I ever built."

Jesus, what's this guy going to do for an encore?

Okay, William isn't exactly a newcomer to metalwork. Trained as a welder, William quickly moved into the industrial fabrication trades, picking up all the machine-shop skills along the way. Bottom line: William's been working with metal all his adult life, and it shows. A few years ago he teamed up with Jerry Stephenson and began a sideline motorcycle business, ("he has the eye for custom bikes, I try to make it happen"), and W.I.N. Custom Cycles was born. A few issues back we saw the radical job the guys did on Jerry's wife's bike (*Easyriders* No. 339), transforming a stock Dyna into something decidedly not. That was just a warm up to this one, where nothing's stock.

"It's sort of a softail-style, I guess, but not quite," William says. The shape of the swingarm changes everything. "But I've always liked the basic look of a Softail, so I started with those dimensions, making sure I had room to fit in my motor and transmission." Working from a clean sheet, the frame was fabricated from aircraft aluminum, 6061-T6 in a combination of 1 1/2-inch and 1 1/4-inch sizes, both 1/4-inch wall. It's a material not easy to find, and once found, expensive. "But it's the same material used to build airplanes and helicopters," William notes, so it's definitely up to the job of becoming a motorcycle frame. William didn't just weld up a conventional looking frame, either; the bike's chin spoiler, for instance, is also

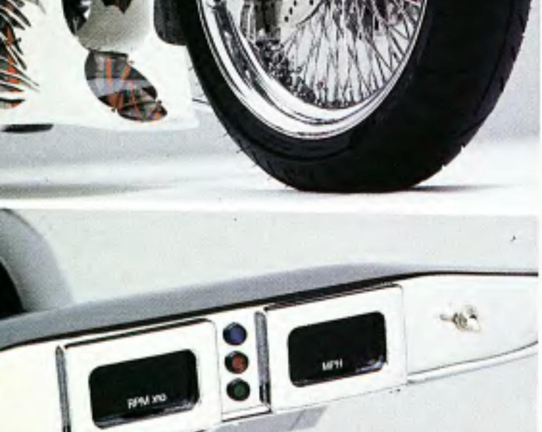
formed aluminum and integrated into the structure. It serves a purpose, too: the battery is mounted inside that nose cone, powering the bike's electrical system via cables routed inside the frame tubes.

Plenty of fancy aluminum bending there, and it's just the beginning. Fact is, just about all of this bike (which tips in at just over 500 pounds, wet and ready) is aluminum. Like that swingarm, the gently curved piece differentiating William's creation once and for all from a Softail clone. Beginning with the basic dimensions of a Softail part, the pivot points and axle centers were transferred onto plates of 3/4-inch aluminum, cut and milled into the graceful shape we see here. Notice the rear axle? It's mounted in a clever eccentric of William's design, fashioned from stainless steel. For security, it's locked in position two ways. "The race car people tell me that's overkill, but I like the double insurance," William says.

Since rolling out the White Bike, lots of folks have come to like what William can create, period. After showing his Pearl White custom just a few times, bikers have discovered him, and W.I.N. Custom Cycles. "We do what we can," he says, "We try to make the people happy." It's becoming a big job. Already, he's turning work away because the list is getting too long, "and I know people don't want to wait.

"We'll never be like Arlen Ness or Paul Yaffe," William says, downplaying his creative talents and his partner's discerning eye. With all due respect, he might be wrong. And for bikes like this, people will wait.

—Joe Kress



Owner: ....William I. Newton
City: ....Oxford, North Carolina

General

Fabrication:....................owner
Year and make: ..1999 Special Construction
Model: ....Aluminum Rubbermount
Assembly: ......................W.I.N. Custom Cycle
Time:...............................1 year
Chroming: ......Chrome Master

Engine

Year and model: ....1997 S&S/ TP Engineering
Rebuilder: Jerry Wayne Fowler
Ignition: ....Crane
Displacement: 97 cubic inches
Lower end: ......TP Engineering
Balancing: ......TP Engineering
Pistons: ....TP Engineering
Cases: ....S&S
Heads: ....Edelbrock
Cam: ....TP Engineering
Lifters:JIMS with roller rockers
Carb(s): ....Edelbrock; dual 40 mm
Air cleaner: ....K&N
Pipes: ....W.I.N. Custom Cycle
Mufflers: W.I.N. Custom Cycle

Transmission

Year: ....1997 Harley-Davidson
Modifications: ..Andrews gears
Shifting: 5-speed
Engine sprocket: ....BDL
Trans sprocket: ....BDL
Wheel sprocket: ......American Wire Wheel

Paint

Molding: .......................W.I.N. Custom Cycle/Augie's Art
Painter: ....Augie's Art
Color/type: ....pearl white; House of Kolor
Special paint: ....wolf-theme graphics

Frame

Year: 1999
Builder: ..W.I.N. Custom Cycle
Type: ....Aluminum Softail-type
Rake: 38.5-degrees
Stretch: 2-inch
Shocks: ....White Bros.
Modifications: ....rubber-mount by W.I.N.

Accessories

Bars: ......W.I.N. Custom Cycle
Risers: ....built-in
Fender(s):W.I.N. Custom Cycle
Headlight: ....Headwinds
Taillight: ....Ness
Speedo: ....Dakota Digital
Dash: ....none
Pegs: ....Ness
Electrics: ............................T.C.
Foot Controls: ....Ness
Gas tank: ....D&D/W.I.N. Custom Cycle
Oil tank: ..W.I.N. Custom Cycle
Oil system: ....................W.I.N. Custom Cycle
Primary cover: ................W.I.N. Custom Cycle
Seat: ......Old Stage Upholstery
Sissybar: ....none
Mirrors: ....none
Grips: ....Ness

Forks

Type: ....Ceriani
Extension: ....stock
Builder: ....Ceriani
Modifications: 55 mm/inverted

Wheels

Front

Type: ....American Wire Wheel
Size: 18-inch
Rim width: 3.5-inch
Tire: ....Avon
Brake: ....W.I.N. Custom Cycle

Rear

Type: ....American Wire Wheel
Size: 16-inch
Rim width: 6.5-inch
Tire: ....Avon/200 mm
Brake: ....W.I.N. Custom Cycle

Photos: ....Michael Lichter

Toy Runs 2001

ALABAMA
Toys for Tots Run
Place: Decatur
Date: Nov. 11
Info: 888-800-2812

ALASKA
Toyz-4-Totz Drive
Place: ABATE
Date: Dec. 8
Info: 907-776-8059

ARIZONA
Sun Riders Toy Run
Date: Dec. 9
Info: 520-790-7036

Toy Run
Place: Mesa
Date: Dec. 9
Info: 480-695-6710

CALIFORNIA
Manna Food Run
Place: ABATE Local 3
Date: Nov. 18
Info: 805-484-9666

Top Hatters Food Drive
Place: Hollister
Date: Dec. 1
Info: 831-636-0880

The Famdamily Toy Run
Place: Foley House, Whittier
Date: Dec. 1
Info: 562-923-2093

13th Annual Toy Run
Place: Elks, Ontario
Date: Dec. 2
Info: 909-985-4095

Santa Barbara Toy Run
Place: Carpenteria
Date: Dec. 3
Info: 805-965-0251

Skid Row Toy Run
Place: Glendale H-D
Date: Dec. 9
Info: 818-246-5618

L.A. Toys 4 Tots Run/Show
Date: Dec. 12
Info: 323-417-5404

MRA Toy Ride
Place: Loma Linda
Date: Dec.16
Info: 909-678-3504

5th Annual Toy Run
Place: Pomona
Date: Dec. 16
Info: 626-446-8431

COLORADO
Toys for Tots Parade
Place: H-D, Denver
Date: Nov. 18
Info: 303-238-0425

Benefit & Toy Drive
Place: Denver
Date: Nov. 25
Info: 303-433-7025

Toy Drive & Party
Place: ABATE 12
Date: Dec. 1
Info: 719-687-1892

Toy Benefit & Ride
Date: Dec. 2
Place:Easyridrs, Denver
Info: 303-584-9886

Santa's Sleigh Run
Date: Dec. 2
ABATE Dist 13/ H-D
Info: 303-833-4041

Santa Sht/Snak & Wrap
Place: Sun H-D
Date: Dec. 8
Info: 303-287-7566

Christmas Party
Place: Mile High H.O.G.
Date: Dec. 8
Info: 303-343-3300

Annual Christmas Party
Place: Church in Wind
Date: Dec. 8
Info: 303-427-1538

6th Annual Toy Run
Date: Dec. 8
Info: 303-280-1520

Toy Run Child Hospital
Place: Rocky Mt.HOG
Date: Dec. 9
Info: 303-703-2885

DELAWARE
ABATE Toy Run
Place: New Castle
Date: Nov. 3
Info: 302-731-0455

ABATE Toy Run
Place: Kent County
Date: Dec. 2
Info: 302-731-0455

GEORGIA
Old Dude Memorial Food Drive/ Toy Run
Date: Nov. 10
Info: 404-294-8900

Secret Santa Toy Run
Place: ABATE District 3
Date: Nov. 11
Info: 770-974-9317

Toy Run and Food Drive
Place: ABATE Dist. 13
Date: Nov. 17
Info: 912-271-1570

Singleton Mem Toy Run
Date: Nov. 18
Place: Atlanta
Info: 404-294-8900

Blood Drv & Toy Run
Place: ABATE 12
Date: Nov. 18
Info: 404-294-8900

Toy Run
Place: ABATE District 7
Date: Nov. 24
Info: 912-474-3150

Toy Run
Place: ABATE Dist. 11
Date: Dec. 1
Info: 912-823-3348

Christmas Party
Place: ABATE District 5
Date: Dec. 1
Info: 404-284-9357
770-922-5315

Christmas Party
Place: ABATE District 2
Date: Dec. 2
Info: 770-297-1598

West Toy Run
Place: ABATE District 4
Date: Dec. 16
Info: 770-587-3713

IDAHO
Toys for Tots Run
Place: ABATE, Kootenai
Date: Nov. 3
Info: 208-683-1934

Toys for Tots Benefit
Place: ABATE, Kootenai
Date: Dec. 1
Info: 208-683-1934

ABATE Christmas Party
Place: ABATE of N. Id.
Date: Dec. 9
Info: 208-667-4050

ILLINOIS
ABATE Polar Bear Toy Run
Date: Nov. 11
Info: 309-343-6588

Annual Dinner for the Homeless and Needy
Place: Kumler Methodist Church Springfield
Date: Nov. 18
Info: 217-544-7954

Sid Wood Mem.Toy Run
Place: Springfield
Date: Nov. 25
Info: 217-544-7954

Toys for Tots Parade
Date: Dec. 2
Place: Chicago
Info: 773-866-TOYS

Christmas for Kids Party
Place: West Frankfort
Date: Dec. 2
Info: 618-625-9932

INDIANA
Toy Run
Place: ABATE Region 11
Date: Nov. 3
Info: 317-784-2629

Toy Run
Place: ABATE, LaPorte
Date: Nov. 11
Info: 219-345-2906

Veteran's Day Run
Place: ABATE Region 12
Date: Nov. 11
Info: 812-238-1750

Toy Run
Place: ABATE Region 1
Date: Nov. 11
Info: 219-658-4682

Toy Run
Place: ABATE Local 2
Date: Nov. 24
Info: 219-345-2906

Toy Run
Place: ABATE Region 2
Date: Dec. 1
Info: 219-345-2906

Toy Run
Date: Dec. 2
Place: Fulton ABATE
Info: 219-658-4682

Toy Run
Place: ABATE 8
Date: Dec. 2
Info: 812-437-4407

Toy Run
Place: ABATE J/N
Date: Dec. 8
Info: 219-345-2906

KENTUCKY
Toy Run
Date: Nov. 10
Info: 502-732-2865

Food Drive
Place: Henderson K/K
Date: Nov. 17-18
Info: 502-349-1994

Toy Run
Place: KY Kustom MC
Date: Nov. 24
Info: 502-966-2619

LOUISIANA
Annual ABATE Toy Run
Place: Pops, Avondale
Date: Dec. 9
Info: 800-431-7231
abateoflouisiana.org

MAINE
UBM Christmas Party
Place: Franklin Co., Jay
Date: Dec. 1
Info: 207-562-9017

MARYLAND
3nd Annual Toy Run
Place: H-D Baltimore
Date: Nov. 4
Info: 410-238-2003

Mayor's X-mas Parade
Place: HOG, Hampden
Date: Dec. 3
Info: 410-662-1266.

MICHIGAN
Annual Charity Event
Date: Nov. 4
Place: ABATE Region 19
Info: 248-693-6068

XMas Party
Place: ABATE Region 7
Date: Dec. 3
Info: 517-673-4743

MISSISSIPPI
Vet's Food Run
Date: Nov. 11
Place: Monticello ABATE S/W Chapter
Info: 601-835-0664

Natchez Toy Run
Place: ABATE
Date: Nov. 25
Info: 318-336-9765

Brookhaven Toy Run
Place: ABATE S/W
Date: Dec. 1
Info: 601-835-0664

Crossroads Toy Run
Place: ABATE Corinth
Date: Dec. 2
Info: 662-286-9692

MISSOURI

Branson Toy Run
Place: Branson
Date: Nov. 4
Info: 417-334-0775

2nd Annual Toy Run
Place: Knob Noster
Date: Nov. 4
Info: 660-747-8825

NEW YORK

Toys for Kids
Place: Elliott's, Ontario.
Date: Nov. 4
Info: 315-524-5044

St Mary's Toy Run
Place: Hampton Bays.
Date: Nov. 11
Info: 516-924-1053

ABATE Holiday Party
Place: Tompkins County
Date: Dec. 8
Info: 607-273-3720

OHIO

Christmas Party
Place: Geneva.
Date: Dec. 1
Info: 440-576-1275

OKLAHOMA

Toy Run
Place: Central ABATE
Date: Dec. 9
Info: 405-936-7433

22nd Annnual Toy Run
Place: ABATE of Tulsa
Date: Dec. 9
Info: 918-832-0391

OREGON

Toy Run
Place: ABATE
Date: Nov. 17
Info: 503-640-5766

Food Drive
Place: South Coast
Date: Nov. 18
Info: 541-888-8081

Shriners Toy Run
Place: Portland
Date: Dec. 1
Info: 503-252-4842
www.abateoforegon.org

Toy Run
Place: Salem
Date: Dec. 9
Info: 503-791-1640

Toy Run
Date: Dec. 15
Place:ABATE
Info: 541-365-6850

Toy Run
Place: So. Coast ABATE
Date: Dec. 16
Info: 541-888-8081

PENNSYLVANIA

Toys For Tots Parade
Place: Philidelphia
Date: Nov. 4
Info: 610-499-RIDE

BACA Toy Run
Place: Delaware County
Date: Nov. 18
Info: 888-635-1548

SOUTH CAROLINA

24th Annual
Toy Run
Place: Blue Parrot
North Charleston
Date: Nov. 25
Info: 843-566-9232

TENNESSEE

10th Annual Toys For
Tots Run
Place: Smokies Baseball
Stadium, Knoxville
Date: Nov. 4
Info: 865-898-7501

Toy Run & Cook-Off
Place: CMT ABATE,
Date: Nov. 4
Info: 615-907-0304

Toy Run
Place: CMT ABATE
Date: Nov. 12
Info: 615-907-0304

Sumner Cnty Food Drv
Place: Gallatin
Date: Dec. 1
Info: 615-907-0304

Toy Run
Place: CMT ABATE
Date: Dec. 10
Info: 615-907-0304

Christmas Party
Place: Nashville
Date: Dec. 16
Info: 615-907-0304

TEXAS

BOO Run for Kids
Place: Jefferson
Date: Nov. 3
Info: (903) 935-6005

Teddy Bear Run
Place: Collin County
Date: Nov. 11
Info: 972-771-4652

Toys for Tots Run
Place: Midland
Date: Nov. 17
Info: 915-689-6050

Ellis County Toy Run
Date: Dec. 9
Info: 972-723-3434

WASHINGTON

Food & Toy Run
Place: ABATE
Date: Nov. 17
Info: 360-805-8577

Care Bear Feed
Place: ABATE Pacific
Chapter.
Date: Nov. 18
Info: 360-484-7226

True Apostles Toy Run
Date: Nov. 24
Place: Columbia H-D
Info: 360-254-5181

Toy Run
Date: Dec. 1
Place: ABATE Olympia
Info: 360-534-0203

Toy Run
Date: Dec. 8
Place: ABATE Tacoma
Info: 360-897-8963

WEST VIRGINIA

Coats for Kids
Place: Weirton ABATE
Date: Nov. 12
Info: 304-737-3217

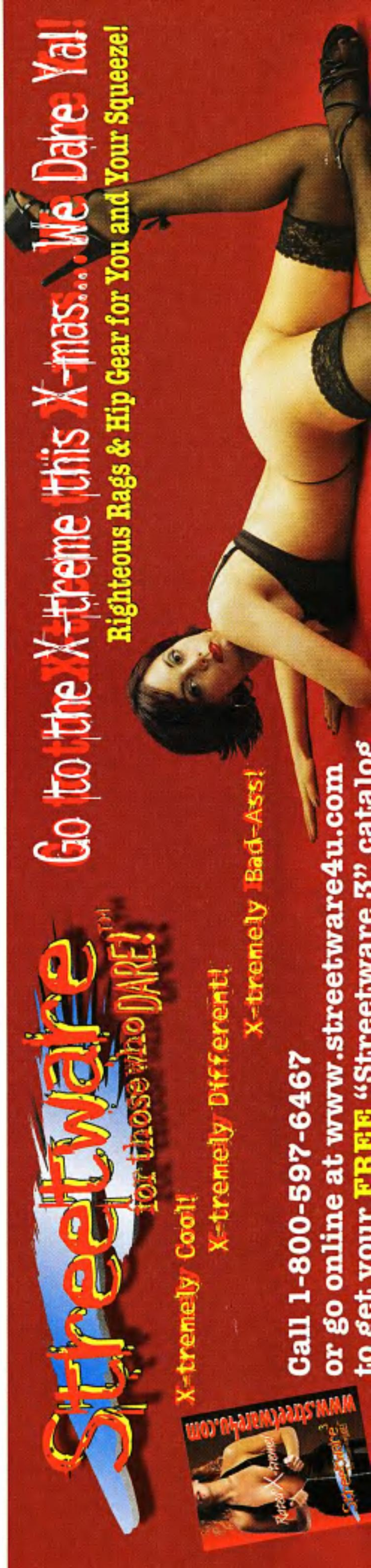
Toy Run & Party
Place: Middlebourn
4 H Campgrounds
Date: Nov. 18
Info: 304-428-3716

WYOMING

Toy Store Gillette
Place: ABATE of
NE Wyoming
Date: Dec. 20 - 22
Info: 307-687-0525

All Biker
Christmas Party
Place: Legion Post #6,
Cheyenne
Date: Dec. 8
Info: 307-634-8144

To have your event listed, get the info to us at least 4 months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-1252; www.easyriders.com



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Easynews

If it's of interest to bikers, we'll print it.

Good Times Ahead

Harley-Davidson Prepares For 100th Anniversary and Invites The World To Come!

Photo: Ken Ross

When Harley-Davidson throws a party, Milwaukee rumbles. When the Company celebrates 100 years of the world's greatest motorcycles...the earth will shake. To make sure that no one is left out, Harley recently announced that its 100th anniversary will be a yearlong celebration that spans the globe, visiting several continents and numerous cities before culminating in the party of the century in Milwaukee, Wisconsin, on Sunday, August 31, 2003. And everyone, Harley owners to Harley dreamers, is invited to attend.

Immediately following Harley's dealer meeting in July 2002 in Milwaukee, where more than 6,000 dealership owners and staff will get a sneak peek at the special 100th anniversary motorcycles, the Motor Company plans to fire up its "Open Road Tour," a rolling birthday party with stops in the United States, Mexico, Australia, Europe and Japan. In the summer of 2003, the festivities move back to the United States. Riders from around the world will saddle up for their trek to Wisconsin, called The Ride Home, where they'll take part in four days of festivities in and around Milwaukee. Through this activity, along with Harley dealer-sponsored events, riders will work together with the Company to raise funds for the Muscular Dystrophy Association.

"I'm sure my grandfather and his brothers never dreamed that in just 100 years, the entire world would be celebrating the birth of Harley-Davidson motorcycles," said Willie G. Davidson, vice president of Styling and grandson of one of the Motor Company's founding fathers.

The Harley 100th Celebration

As Harley-Davidson riders from around the globe arrive for the 100th, the state of Wisconsin and city of Milwaukee become the setting for the largest birthday celebration the world has ever seen.

Over 200,000 people are expected to celebrate with Harley-Davidson during three-day festivals, which will include events in Milwaukee as well as other Wisconsin locations. These events will include entertainment, displays, food and, of course, lots of Harley-Davidson motorcycles. The events will take place Thursday, August 28, 2003, through Saturday, August 30, 2003. Tickets will be required for some of the activities. More information on locations, tickets and events will be available early next year.

As information about the 100th becomes available to the public, it will be posted on a special section of Harley's Web site, www.harley-davidson.com. The company has also established a 100th Anniversary Hot Line at 800-HD100TH (800-431-0084) or locally at 414-343-4116.

—Harley Hound

God Bless America

These Colors Don't Run

Easyriders wishes to thank the American bikers all across this great land for their tireless work and support to aid the victims of the recent tragedy in New York, Washington, D.C., and Pennsylvania. Bikers from all walks of life have come together (as we always do) to create toy runs, blood drives, rallies and events, to raise money, donations of food, shelter, and offer faith and hope in this time of need and devastation. It is only in times of adversity that a man or woman truly finds out what they are made of. There is no more loyal American than the American biker. Our hats are off to you. *—Dave Nichols*

"Kevin's sulking because I won't let him have a motorcycle."

Racing News

Harley-Davidson Ends The Factory Superbike Racing Program

Factory VR1000 Race Team to Retire from AMA Superbike Series after Season Finale

Harley-Davidson recently announced that the Company has chosen to end its factory VR1000 Superbike racing program and retire from the American Motorcycle Association (AMA) Superbike series after the final round of the 2001 season at Virginia International Raceway on September 28-30.

"Our development team took a hard look at rebuilding the program this year, and what it would take to bring the VR1000 to a competitive level and replace it with a new design. Harley-Davidson has determined the resources required to do that are simply too costly to pursue given our other business priorities," Baker said.

The VR1000 Superbike racing program helped Harley-Davidson develop and refine technologies such as liquid-cooling and electronic fuel injection. The program also led to the development

Harley's first production liquid-cooled motorcycle, the VRSCA V-Rod, which was introduced this summer.

Despite memorable performances in the eight-year history of Harley's Superbike racing program, including a pole position in 1996, and podium finishes by Pascal Picotte as recently as 1999, Harley has concluded the VR1000 is at the end of its development cycle and is no longer competitive in the AMA Superbike series.

"I'm thankful and very proud of the dedicated efforts of our racers, Gemini Racing Technologies, the Harley-Davidson development team and external partners," said Director of Racing John Baker. "Hundreds of talented people worked on the VR1000 Superbike program from its inception. They gave thousands of fans a thrill at racetracks around the country, while teaching the Company a great deal about high-performance technology."

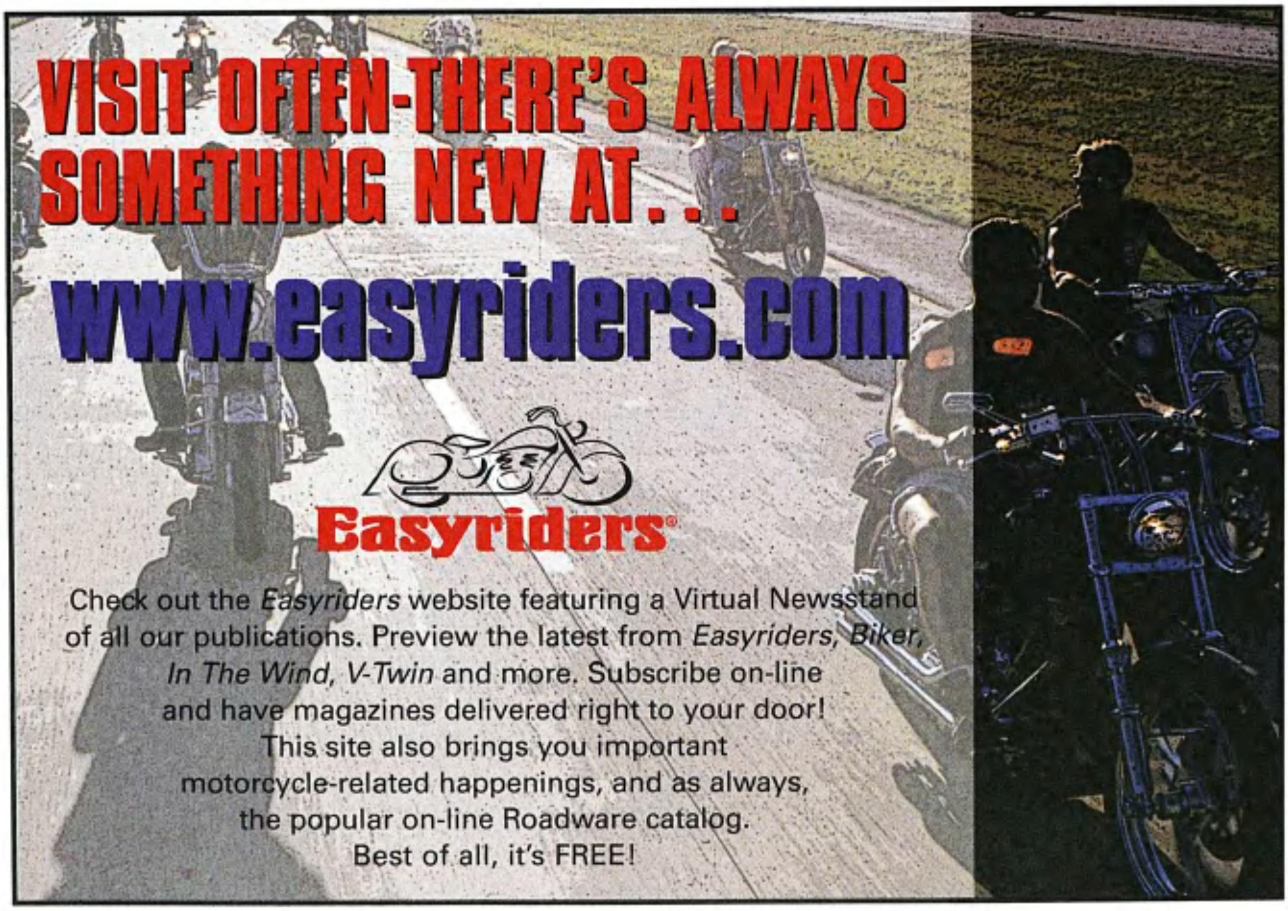
Harley has competed in various forms of motorcycle racing since 1914, winning countless races and championships at the national and world level. The company will continue to field a factory team in U.S. national dirt track events. Harley also plans to enter the National Hot Rod Association (NHRA) drag racing series with a new effort, the Screamin' Eagle/Vance & Hines Pro Stock team, which is currently developing a new highly modified race motorcycle for competition.

—Sinfull Sads

Industry News

Harley-Davidson To Expand

Harley-Davidson Motor Company announced plans to build a new $145 million, 350,000-sq.-ft. manufacturing facility on the site of its existing assembly plant in York, Pennsylvania. The plant currently provides machining, paint, fabrication, and final assembly of the Dyna, Softail and Touring models and builds limited-edition custom models.



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You got it—just make a purchase of $50 or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

Coast-to-Coast

Biker News

AMERICA UNDER ATTACK: Like everything else unrelated to the terrorist attacks on the twin towers of the World Trade Center and the Pentagon, news relating to motorcycling is diminished in importance and relevance as our attention is focused on the tragic circumstances surrounding such despicable and reprehensible acts of cowardice.

As Americans we are shocked to discover that our envelope of security has been breached and horrified with the prospect that foreign hostilities can nestle upon our shores, though the perpetrators remain hidden and protected in faraway retreats. As a free and open society, Americans are rightfully angry and understandably frightened about the prospect of such attacks on our own soil. And our American Pride will not allow us to let terrorist bullies win.

But, as Americans, are we willing to alter our way of life and sacrifice our civil rights in exchange for governmental protections that hinder our freedom in order to regain some peace of mind? By doing so, wouldn't this allow terrorism to dictate our national policy?

As the ashes settle on a dismayed America, this will be the topic of ongoing debate in the press, within our legislatures and around the water fountains of society. As American Bikers, we have always come down on the side of personal choice and responsibility in lieu of the blanket of security offered by our self appointed protectors. In the famous words of one of our founding fathers, Benjamin Franklin; "Those who would trade essential Liberty for temporary security, deserve neither Liberty or Security."

As America lays the groundwork for recovery and restitution, we must strengthen our resolve and divert ourselves from the temptation of restructuring our system of democracy and redefining our liberties. If we do, we deserve neither.

God Bless America!

AMERICAN SUPPORT FROM ACROSS THE BIG POND: The following is a note sent to NCOM from Neil Liversidge, National Chairman of the Motorcycle Action Group of the United Kingdom, on

September 11, 2001, regarding the terrorist attacks on the United States:

"It is right that our leaders condemn this act of war. It is not, however, enough that only they do so. The enemies of democracy must know that not only do the political leaders of the free world have the will to resist and defeat terrorism, but that the ordinary people possess that same resolve.

"The perpetrators of this infamous crime should know that they are not merely opposed by a political elite but by hundreds of millions of ordinary and right-thinking people throughout the world. At this time, ordinary people everywhere should communicate to the citizens of the United States their solidarity and support, as well as their condolences for the many deaths and tragedies suffered. I offer mine.

"At the Federation of European Motorcyclists (FEMA) Rally in Belgium, the official MAG-UK presence will fly the star spangled banner of the United States alongside the Union Flag of the United Kingdom. By this we will demonstrate our support and solidarity for our American allies who are, like us, citizens of the free world."

When the chips are down it is good to know who your friends are.

LOUISIANA APPROVES VETERAN'S MOTORCYCLE LICENSE PLATES: Due to an oversight, R.S.47:463.18(A) and (C)1 of the Louisiana Vehicle Code did not list motorcycles as a vehicle that was eligible to carry Veteran plates as cars and trucks can. At least that was the way things were before a retired Navy veteran motorcyclist tried to get plates for his bike.

"I proudly and honorably served my country for 24 years as a member of the United States Navy," said Steve Howardell, a Life Member of ABATE of Louisiana. "I retired in 1999 having worked my way from enlisted into the officer ranks. After my retirement, I was rated by the VA at 50% disabled. But yet, with all this service and dedication to my country, I was not allowed to display my service and pride on my motorcycle as I can my truck plates. I decided that it was time for a change."

Howardell contacted Representative Mike Strain of House District 74 and Senator Jerry Thomas of Senate District 12, his local legislators, and requested assistance to get this regulation amended. Both were more than willing to help and out of just a couple of e-mails was born House Bill-186 and Senate Bill-110.

"These two bills breezed though all committee and floor votes with one lone dissenter," explained Howardell. On June 25th, 2001, both bills were signed into law by Governor Foster and officially became Act 658 (HB-186) and Act 676 (SB-110). The only remaining hoop to jump through is for 100 people to sign up for these plates as that is a requirement to get them minted. So, get the word out to your riding buddies in the Bayou State and let them know about the new Veterans license plates.

WEIRD NEWS OF THE MONTH: Paris Mayor Bertrand Delanoe's newly introduced anti-car campaign has claimed its first casualty—his deputy was knocked off his bicycle by a motorcyclist illegally traveling down a new lane reserved for buses, bicycles and taxis.

"The funniest thing is that I had just left a meeting at police headquarters where I said we absolutely had to take measures against motorcycles that use these lanes," said Yves Contassot, head of the small Greens party in the city's coalition government after having routine hospital checks for some minor bruises.

The bus lanes, which the city has been marking off with new concrete dividers during the summer, are the latest anti-car step that Socialist Delanoe has taken since being elected last spring on a platform of creating more "civilized space" in the capital, reported *Reuters News Service*.

BIKERS DRESS CODE CASE GOES TO HIGHER COURT: Trial dates have been postponed for 12 bikers challenging Carson City, Nevada's, courthouse dress code which bans biker attire, while lawyers argue about the constitutionality of the policy in a higher court, reported the July 24, 2001, edition of *The Reno Gazette-Journal*.

The bikers were to go to trial in Carson City Justice Court on misdemeanor trespass charges after they refused to leave the public building because of their leather jackets and biker vests, some of which sported patches featuring the swastika symbol.

But Justice of the Peace Robey Willis granted their request to transfer the debate to district court said Kevin Karp, a Nevada A.I.M. Attorney representing the bikers. Karp explained that justice and municipal court judges cannot rule on constitutional matters, which is at the heart of the courthouse dress-code debate.

As reported earlier in *Easynews*, two members of the Branded Few Motorcycle Club were arrested for trespassing on March 9, 2001, after they refused to take off their swastika-decorated club colors before entering the courthouse. At their arraignment, about 40 more bikers showed up in protest of the rules, and 10 more were cited under the same violation.

The policy, put in writing after the bikers were cited, doesn't allow people entering the second and third floors of the three-story courthouse to display motorcycle club patches, aka "colors."

Defending the rules, some district judges insist that a level of decorum must be maintained in the public building for safety reasons, and that the sight of the swastika symbol upsets some people.

But the bikers, who have pleaded not guilty to the trespassing charges, contend the courthouse dress code violates their First Amendment right of freedom of expression by limiting what they can wear in a public place, and they have vowed to take their fight all the way to the Supreme Court if necessary.

MAN STABBED TO PREVENT DRUNK RIDING: A Georgia man took the "Friends Don't Let Friends Drive Drunk" credo a bit too far recently when he allegedly stabbed his drunken friend in the back to stop him from riding home on his motorcycle.

Aiken County sheriffs in Aiken County, Georgia, say Benjamin Sharpe will be charged with assault and battery with intent to kill. Officers say the 47-year-old told them he didn't want his friend to ride his motorcycle while under the influence.

Robert Wheeler, 39, is recovering in the Medical College of Georgia Hospital, reports the Augusta Chronicle.

QUOTABLE QUOTES:

"We have awakened a sleeping giant and have instilled in him a terrible resolve."

—ADMIRAL YAMAMOTO, AFTER HE WAS OVERRULED BY THE EMPEROR OF JAPAN, ON THE BOMBING OF PEARL HARBOR

— *Bill Bish, NCOM*

Photos: Courtesy of Edelbrock

Industry News

Edelbrock Makes Big Horsepower

On July 21, 2001, at the prestigious White Bros Dyno Shootout, Edelbrock's '91 FXR posted a "best of show" 197.6 horsepower using Edelbrock cylinder heads, intake manifold, nitrous system and a matching Crane Cam. Without nitrous, the bike made an impressive 137.8 horsepower, demonstrating the performance of the Edelbrock Power Package system of matching parts.

This modified 121-cubic-inch bike serves as a test-bed for Edelbrock parts for Harleys, and was equipped with out-of-the-box Performer RPM CNC-Ported cylinder heads and manifold. The Performer RPM Nitrous System has been jetted way up to produce much more than the 35 horsepower increase that the base system provides.

Edelbrock would like to thank both TP Engineering and Samson Pipes for their help with developing this awesome bike.

—Oil Can

Good Deeds

Kyle Petty Rides Across America In Style

The Times They Are A-Changin'—Bob Dylan sang in the '60s—well the times they sure have a-changed. Where once bare-bones choppers ruled, $60,000 chromed works-of-art now roll. Yesteryear, mainly hardcore bikers ran with the wind, today there's just as many accountants and CEOs puttin' around. And today the sport is as much about trendy fashions as it is about riding.

When NASCAR driver Kyle Petty led his motorcycle Charity Ride Across America this past summer, it was a well-heeled bunch of guys that followed, due in no small part to Red Wing Shoes and Victory Motorcycles, two of the ride's sponsors.

Red Wing provided the riders with Red Wing boots, while Victory supplied helmets and other custom apparel. In fact, Red Wing craftsmen hand-made a pair of boots for Kyle and his father, NASCAR legend Richard Petty, with the team's racing number, 43.

Both Red Wing CEO Bill Sweasy and Tom Tiller, president/CEO of Polaris Industries, Victory's parent company, joined in this year's ride along with some 285 others. The ride covered 2,500 miles and roared through at least 30 cities, while raising $500,000 for children's hospitals. The ride began in Folsom, California, and ended at Kyle's farm in North Carolina, with a get-down party featuring a Lynyrd Skynyrd concert.

—Nomad

Photos: Pam Proctor

Top to Bottom: Motorcycle executives rally for children's hospitals; Victory club leaders presented Petty with a $2,500 check for his charity; Richard Petty displays his full riding gear for the annual Kyle Petty Charity Ride Across America.

"I've invested $8,000 in my boobs and you tell me I have beautiful eyes?!? What an asshole!"

According to a male health-type magazine which the ol' lady brought me the other day, I need to do something about my physical state. Apparently I'm not living what the experts would consider to be a healthy lifestyle. In fact, I'm not living what most winos would consider a healthy lifestyle. If the doctor who wrote the piece is correct, I am currently dead and have been for several years.

Now, I'm pretty sure this can't be right, 'cause just the other day I ate an entire pizza, and apparently dead men don't do that, but still, I have reason to be concerned. It's not that I deliberately try to harm myself, I just don't seem to have a lot of good judgment or self control.

I can remember back in the good old days when physical fitness didn't even exist. You were free, even encouraged, to drink, smoke and eat fat until you were big and slippery. You could fool around with cheap women and not have to worry about catching anything more serious than a bad case of the critters. Safety wise, a lot of cars didn't even have seat belts, and on the ones that did we just used the buckle to open beer bottles.

Today how things have changed. Everything is bad for you. All food must be fat-free, lest you actually enjoy the taste. Light a cigarette and some asshole is likely to blast you with a fire extinguisher. Hell, we won't even ride in a car unless it's capable of blasting an air bag out of every crack in the upholstery. Drinking is still okay, just as long as you do it in a trendy brewhouse and only drink beer they make right there in some squalid back room as opposed to some nice, clean, brewery somewhere.

Still, I think everyone gets curious from time to time about where they stand on the health and lifestyle scale. It's the same kind of morbid curiosity that makes people with no money check their bank account balance. Even though you know you're screwed, you can't help but wonder how badly. It is with this kind of twisted thinking in mind that we are proud to present the first (and probably last) *Easyriders* Health and Lifestyle Quiz. Because deep down inside, we had nothing better to do.

What follows are a variety of questions and statements that relate to your lifestyle and health choices. Please check the answer that most closely applies to you:

The First (and probably last) Easyriders Health and Lifestyle Quiz

Which of the following activities do you do regularly?
- ❑ Poking large, dangerous-looking strangers with a sharp stick.
- ❑ Using your head as a battering device.
- ❑ Opening beer bottles with your eye socket.
- ❑ Licking things you find on the street just to see how they taste.

Which of the following would you most likely consume?
- ❑ Deep fried cheese.
- ❑ Hot-buttered chicken skin.
- ❑ Ice cream and mayonnaise.
- ❑ Nasty street vendor hot dogs.

Which of the following might be considered unhealthy or dangerous?
- ❑ Eating more than one beer glass in an evening.
- ❑ Drinking bacon grease.
- ❑ Mixing your corn liquor with anti-freeze.
- ❑ Telling your ol' lady that she needs to drop about 50 pounds.

On an average day which of the following would you consume?
- ❑ Several beers.
- ❑ Several beers and a bit of hard liquor.
- ❑ Several beers, a bit of hard liquor and a smidgen of paint thinner.
- ❑ Depends how thirsty I am.

How many ounces of liquor do you consume in a day?
- ❑ Less than two.
- ❑ More than five.
- ❑ Can't count that high when I'm drunk.
- ❑ I already drank three beers since I started this quiz and I still don't find it funny.

Which of the following would leave you out of breath?
- ❑ Walking up a flight of stairs.
- ❑ Looking at a flight of stairs.
- ❑ Thinking about walking up a flight of stairs.
- ❑ Saying the word "stairs".

What form of exercise would you most likel take part in?
- ❑ Aerobic dance.
- ❑ Weight lifting.
- ❑ Jogging.
- ❑ Are you freakin' kidding?

Do you consider running:
- ❑ A great form of exercise?
- ❑ Childish?
- ❑ Torture?
- ❑ Something to do only when being chased?

Would you say that joining a gym is:
- ❑ Something everyone should do?
- ❑ A waste of money?
- ❑ Required by law in most areas of California?
- ❑ A great way to meet spandex clad women?

Do you prefer your women:
- ❑ Obedient and worried?
- ❑ Soft and cuddly?
- ❑ Professional and outgoing?
- ❑ Armed and bitchy?

How would you categorize your current relationship?
- ❑ Married.
- ❑ Engaged.
- ❑ Just foolin' around.
- ❑ A series of one night stands with trashy bar sluts.

Smoking cigarettes is:
- ❑ A disgusting habit.
- ❑ A great way to relieve stress.
- ❑ Punishable by imprisonment in most areas of California.
- ❑ Probably healthier than smoking crack.

How often do you get a physical examination?
- ❑ Annually.
- ❑ Never.
- ❑ When you throw up something you can't identify.
- ❑ About once a month if you count strip searches.

How often do you consume illegal substances?
- ❑ Never under any circumstances.
- ❑ Neber unner nay circantsances.
- ❑ Neberunancircunse.
- ❑ Bwaaah.

What does safe sex mean to you?
- ❑ Always carrying and using condoms.
- ❑ Locking up firearms before sex.
- ❑ Only having sex in cars that are equipped with air bags.
- ❑ Doesn't matter being that you haven't had sex since Elvis was skinny.

Which of the following signs of over-eating have you experienced?
- ❑ Belching after a good meal and shooting corn out your nose.
- ❑ Setting down a fried chicken bone and discovering that you're missing a finger.
- ❑ Eating until your hat doesn't fit.
- ❑ Realizing that at some point during dinner the cat went missing.

By now you've probably got a pretty good idea of where you stand health and lifestyle wise. I don't think we need to add anything up or create a scoring system for you to know that you're in deep shit.

At this point you have two choices. You can either get busy changing your life, or you can remain the same old hard-livin', beer-drinkin', red meat-eatin', risk-takin' scooter tramp that you've always been.

It's up to you to decide....

Yeah, that's what I thought. What the hell, nobody lives forever.

—Greg White

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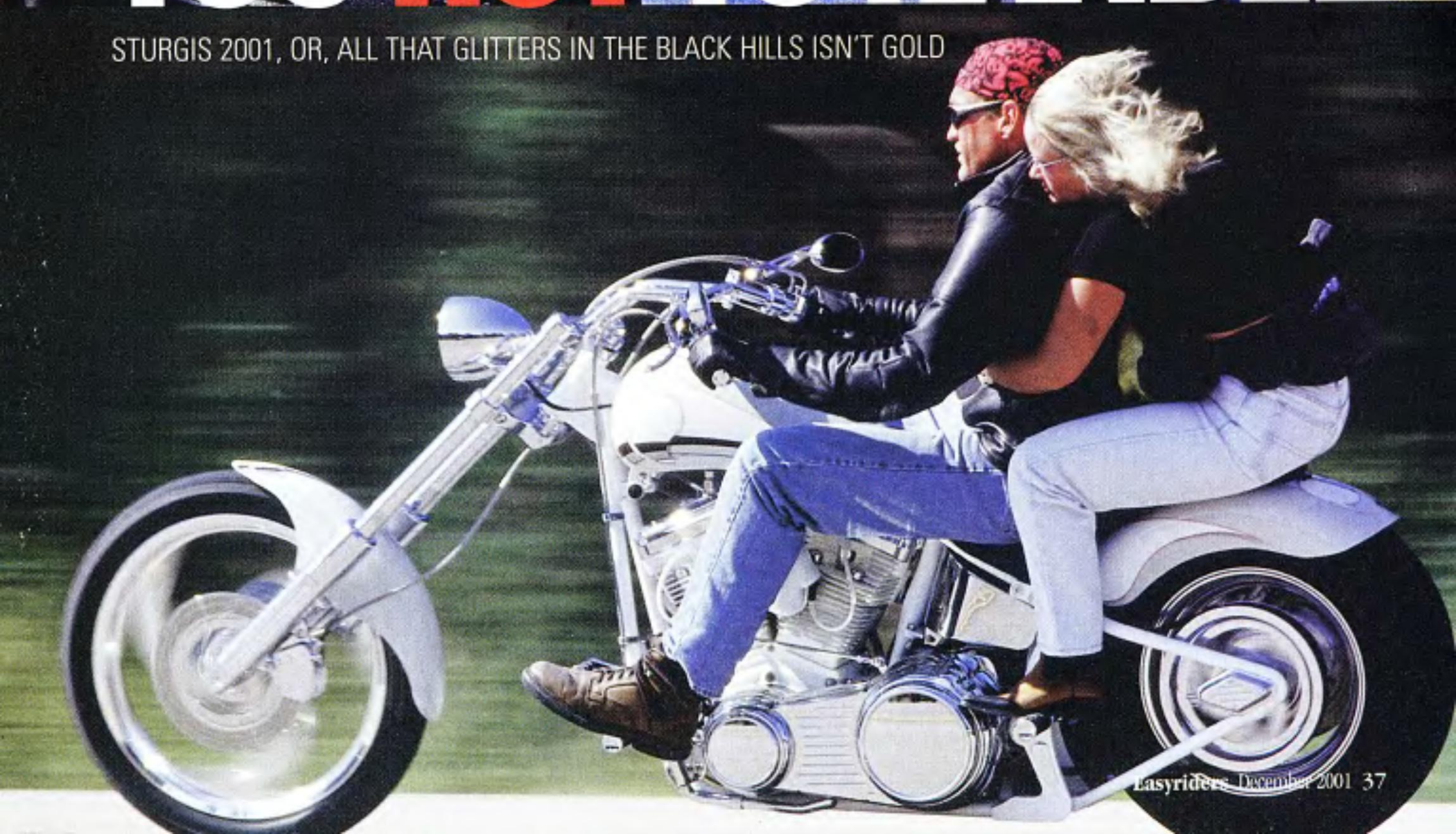
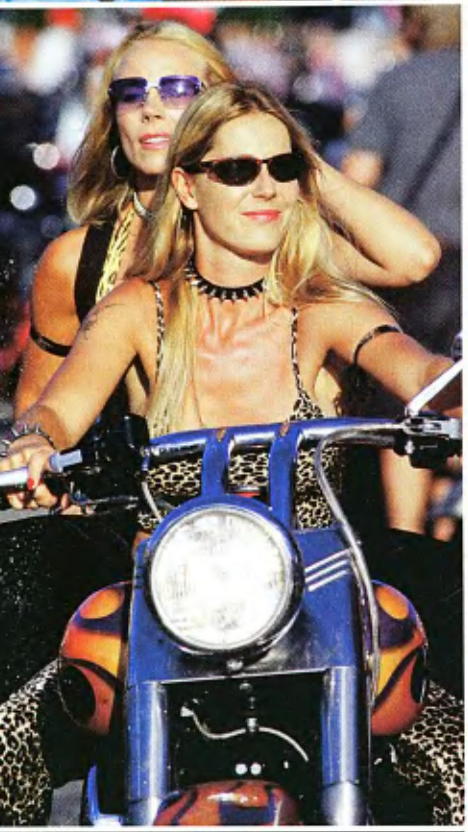
STURGIS 2001, OR, ALL THAT GLITTERS IN THE BLACK HILLS ISN'T GOLD

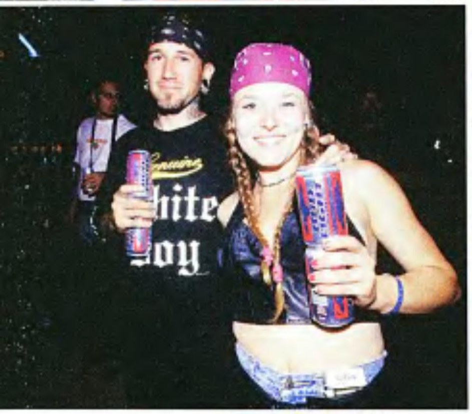


You wanna talk about hot? How's 108 degrees for half the Rally this year! Yeah, Sturgis was hot all right, and a lot lighter turnout spoke volumes to local businesses and the city. Looks like bikers all across the land made their mark on this year's Black Hills Classic...by not attending. Perhaps this was because everybody came last year (nearly 600,000), spent their money, waited in lines, and said, "Think I'll stay home next year...or for the next couple of years. It's just too crazy in Sturgis. You can't even get around."

Perhaps a lot of bikers are saving up their money for the mega-bash in Milwaukee in 2003 to celebrate Harley's 100th. Or maybe the City's greed finally got to people. Sturgis are you listening? Maybe $200-350 a night for a crappy room is finally too much. Maybe it just costs too much to have a booth space. Think you folks could get a clue for next year before this rally dries up and blows away like so much prairie sagebrush? Or maybe you want it that way. An employee of Champion (rally organizers) actually told one of our photographers that they prefer the numbers to be down. Well, you got your wish! Listen, 600,000 last year, what, maybe 200,000-250,000 this year. Naturally, after a big anniversary year numbers are going to drop, but if money talks, there's some shouting going on here. Okay, enough ranting on the state of affairs in Sturgis, let's get to the fun part.

On the positive side, the weather was beautiful and it cooled off to be in the mid- to high-80s by Wednesday of the rally. The lower numbers meant you could actually find a parking spot on Main Street, get breakfast at Mom's without standing in line, and get around the Black Hills with a lot less effort and stress than last year. That was all good. There were a whole lot of T-shirt vendors and a whole lot of T-shirts that didn't get bought. Campgrounds were not packed. You could get a seat





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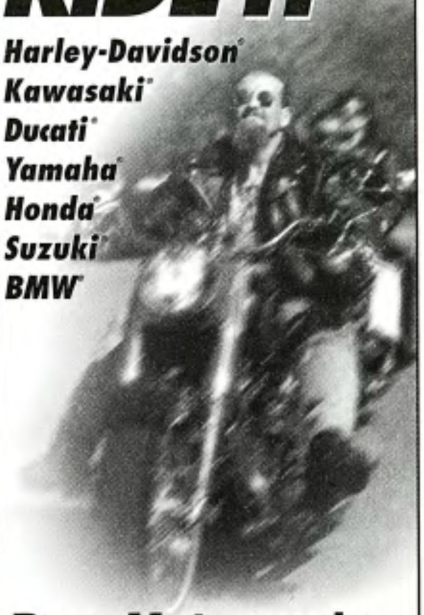

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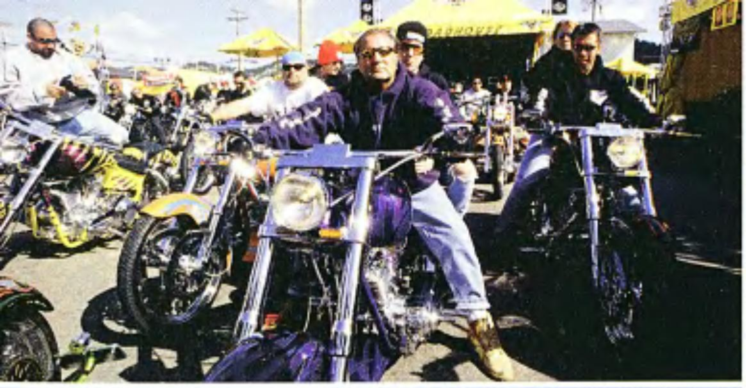
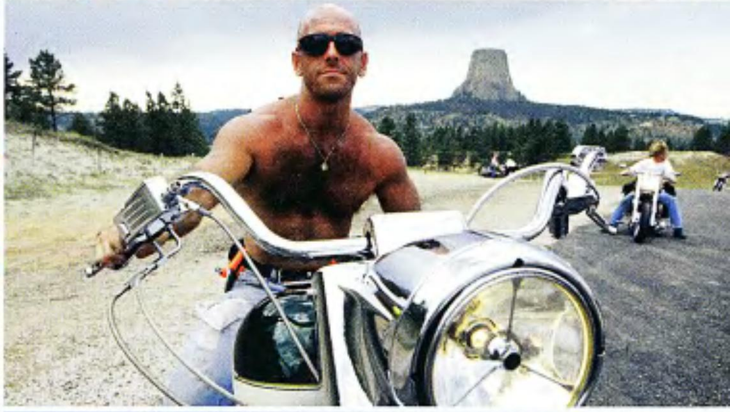




upstairs at One Eyed Jack's without a wait (good shrimp!). Yeah, there were actually a lot of great things about the numbers being down. It was a much saner Sturgis this year, but if you had partying on your mind (and who didn't) there was still a whole lot to do to get in trouble and make your head hurt the next day (especially if you know the Fryed Brothers).

Just one question: What the hell was that "Free Fall" thing next to the Sturgis Community Center? You know, that big blue crane with the cage at the top. A few brave souls actually went up in that thing and let themselves be dropped a couple hundred feet into a net, no wires, no strings... just a straight drop. Man, I never got drunk enough to do that! Or, you could go next door at Bud World and have a picture taken of you and your scoot with some tigers (move over Siegfried and Roy). While you were on Lazelle, you could walk across the street to the Camel Roadhouse where the beer was flowing, the girls were gorgeous and the bands were playin'. Or you could check out the Easyriders Pavilion at the corner of Junction and Lazelle which was air conditioned!

In both Sturgis and Rapid City you could take your first ride on Harley's new V-Rod or Buell. It was fun to watch people come back from the test ride with smiles plastered to their faces. You could also test ride a new Indian or Victory over at the Truck Stop off Exit 30. There was a great big hole there where Excelsior-Henderson used to set up.

As far as concerts, the Buffalo Chip rocked all week with Sheryl Crow and Montgomery Gentry on Wednesday, John Kay and Steppenwolf on Thursday, and the Allman Brothers on Friday night. The Full Throttle put on free concerts all week and you could ride out there and look at the oddity known as the Zippo Car. One thing we really missed was the Rat's Hole Chopper Show this year. Checkin' out all the custom bikes was always a high spot.

At the Journey Museum in Rapid City, Michael Lichter held his Biker Generation gallery of great motorcycle photography and displayed the best bikes by today's best builders. You could ogle the moto-masterpieces of Donnie Smith, Dave Perewitz, Arlen and Cory Ness, Paul Yaffe, Eddie Trotta, Jesse James, Mitch Bergeron, Billy Lane, and even a wonder bike from Australia made completely from aluminum.

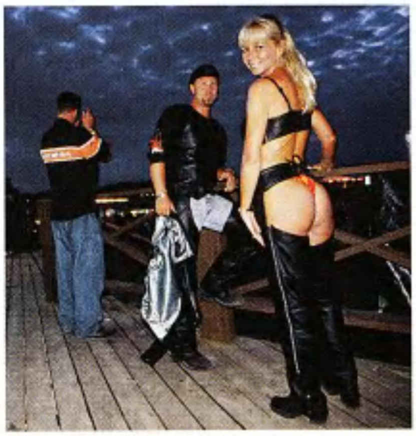
Besides the weeklong party all across the Black Hills, riding was sweet. We rode from Spearfish to Deadwood with some odd, yellow-shirted fellows to have a drink at Danny Gray's new scooter bar, The Deadwood Roadhouse, and had a helluva good time before taking the twisties back to the house we had rented in Piedmont. From the shenanigans out at Wyoming Wednesday, to the sultry dancers at Shotgun Willy's in Rapid, the party raged on. One of the highlights was our photo-shoot Sturgis Ride in which we get a bunch of crazy mother humpers together on dangerous choppers and ride out past Bear Butte. I'm talkin' way out in the middle of God's country and then proceed to take riding shots, running over road kill (sorry John L.), lose gas caps (sorry Billy), and generally act like idiots until the sun goes down and our women's nipples pop out (Thanks Chuck). Special thanks to Ed Martin of Chrome Specialties, the Choppers, Inc. crew, Chronic Choppers, and all the rest of you zanies for the best riding extravaganza ever.

A tip o' the hat to Mark Zeigler, the mayor of Sturgis and the Board of Directors of the Sturgis Motorcycle Museum & Hall of Fame for inducting some truly exemplary individuals into the Hall of Fame this year (details in *Sturgis Hot News*, Page 43), including our own Jim Betlach.

Heading out to Crazyhorse with the boys and girls from Camel and Indian is always a treat and seeing Mount Rushmore is always inspiring. It feels like coming home every time you ride to Sturgis. While many folks trailer their bikes or fly in by plane, the main thing is to get there and be part of the annual pilgrimage. One of my favorite things is to hang out with Bob Moore and the Jackpine Gypsies over at the Veteran's Hall. Bob always has a cold beer waiting and some friendly chat. The Gypsies Hill Climb and Dirt Track Races are still the best show in town. Just a reminder that there would be no Sturgis Rally and Races were it not for then-local-Indian-dealer, the late Pappy Hoel and the Jackpine Gypsies, who started the whole shebang many moons ago.

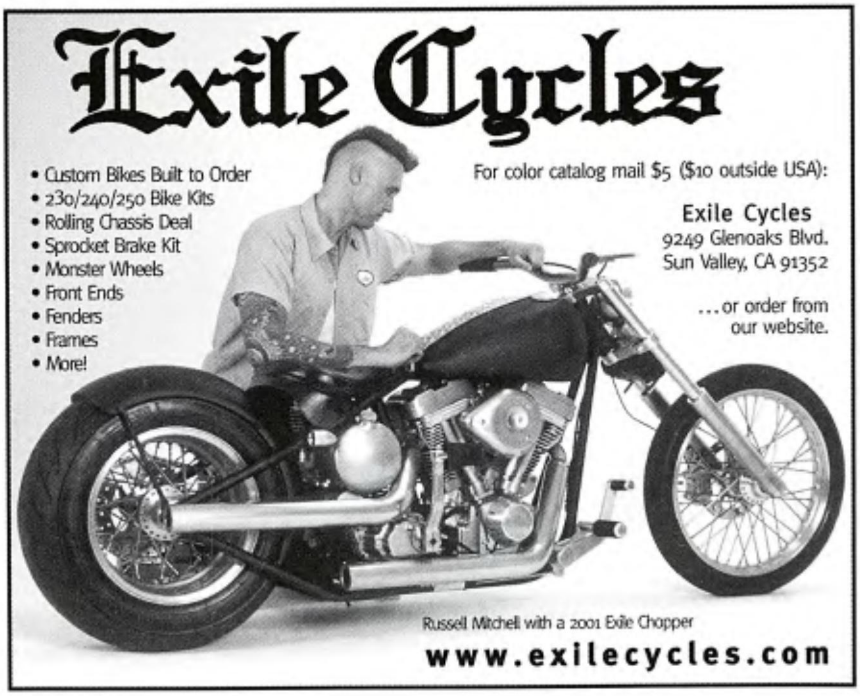
The 61st Sturgis Rally and Races will continue to evolve. The old-time scooter tramps have retreated into the hills leaving the glitz and "show biz" of photos with tigers to the younger, cleaner riders. One thing is the same; passion for two-wheels, the wind, and a road that never ends. Get well Bandit, and stay away from the deer.

—Phantom



Photos: Michael Lichter, Steve Temple & Pam Proctor

See you at Sturgis next year. The dates are August 5 through 11.



Need Some Food?
WHERE TO FIND THE GOOD STUFF

When you reached the point of being famished last year in the Black Hills, it didn't really matter what you ate. Hell, roadkill was looking pretty good most of the time. You know, after waiting forever to get a table and get some service you were happy to eat the crumbs left by the last customer. Lines were long, people were grouchy, and most businesses were unprepared for the hungry hoard that descended upon their establishments. This year, however, was a different story. Figuring on overwhelming business, most bars and restaurants beefed up their staff. Remember, I said most, not all.

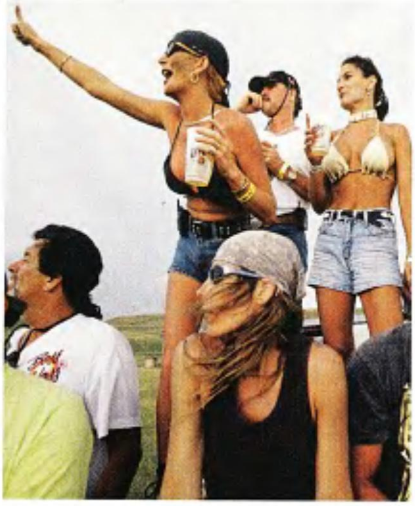
This year with fewer folks attending the Rally, you had your choice of where to go to feed your gut monster. You could maybe try a few places you've either heard about or couldn't get into last year. Well, we sure did, and for future reference, we're gonna let ya in on a couple of must-go places and a couple of must-never-go places to eat. It's a "Good Place—Bad Place" type of deal, so we'll make sure to end this on a good note.

Must Never Go To No. 1: The Diner on Laurel Street in Whitewood. Whitewood is on your way out of Sturgis towards Spearfish, great place to stop for gas—don't eat at The Diner. It's one place that did not add to its staff and, frankly, acted as if they didn't want you there in the first place. Nothin' says, "get the hell outta here," louder than no service, cold eggs and bad attitudes!

Must Never Go To No. 2: The Country Inn, located right next door to the Best Western on Junction in Sturgis. They state that they have "fine food." Now we took this to mean, "Come in, sit down and see if you can *find* some food in the boo-fay." Most meals are served buffet-style and, by the looks of things, the selections were leftover from the day before, or had been sitting out since 6 a.m. that morning. You could order from a menu if you wanted, providing the kitchen help didn't start a grease fire in there.

Best Place If You're in a Rush: Mom's. People know about this eatery, only because they've stumbled upon it while shoppin' at vendors. It's off the street on Junction, in Sturgis. This place is great for biscuits and gravy and all that other food that really sticks to your ribs. Good food, good service, great price.

Must Go To No. 1: Believe it or not, One-Eyed Jack's Saloon. The place is gigantic.



The address reads 1304 Main, but that entrance is always crowded. So, use the Lazelle Street entrance. The food is outstanding: steaks cooked to order that melt in your mouth, spicy shrimp served as an appetizer that makes you want to place 10 orders and make a meal out of it, and without a doubt, the hottest-lookin' waitresses around. And very friendly too!

Must Go To No. 2: Mad Mary's Steak House in Black Hawk. About 20 minutes outside Sturgis, just past Peidmont, Mad Mary's is home of the $20 Margarita. Yep, that's no misprint. This thing is huge, plus ya get a T-shirt. My guess is because after three or four of 'em, you need a shirt to change into later. The food here is done well. The great thing about it is that it's away from the crowds and the service is fast and friendly. "Holy Buckets we hope ya all come back."

Must Go To No. 3: Elk Creek Steak House in Peidmont. Ya can't miss this one from either side of the highway because of all the bikes. The food is great, the drinks are better, and the waitress staff is cute, young, female, and friendly. This place has two sides to choose from: the seat-yerself, yell-and-scream bar side, where on any given night you may have to suffer through some drunk-ass biker karaoke; or the wait-to-be-seated side that's the regular Steak House dining area. Both sides serve up the same menu, it all depends on the mood yer in.

There is one other place for a great breakfast, but we ain't tellin' ya about it. Why? Because then we'd never be able to get in there and sit down. I'll give ya a few hints. It's in Sturgis, they only serve breakfast during bike week, you won't have to place a bid at auction to eat there, and if you're from farmland, the cattle STOCK in the YARDS won't bother you. Damn said too much.

—Oil Can

STURGIS TIME LINE

1938
J.C. "Pappy" Hoel hosts a half-mile dirt track race for nine riders. The event, later named the Black Hills Motorcycle Classic, leads to the formation of the Jackpine Gypsies Motorcycle Club.

1942
The Rally has grown to 5,000 but takes a break for World War II.

1945
Rally resumes and continues to grow in size.

1947
More than 400 riders participate in an AMA/Jackpine Gypsies-sponsored tour.

1954
Sturgis hosts its first Dirt Track Races.

1961
The Rally's popularity increases, thousands make Sturgis a summer vacation.

1963
The short track at the Jackpine Gypsies club grounds is christened.

1965
The Jackpine Gypsy Tour is expanded to two days with a sleep over in Custer.

1972
CBS broadcasts a report on the Rally.

1978
Easyriders magazines starts coverage of the rally.

1981
The Rally is attracting close to 30,000 bikers.

1985
Governor Bill Janklow declares the Rally's 45th anniversary "Pappy Hoel Week".

1990
The Rally celebrates its 50th anniversary, setting a record attendance of over 350,000 riders.

1991
Sturgis Rally & Races Inc. is formed to promote and organize the Rally.

1992
The official name of the Rally is changed to "the Sturgis Rally & Races".

1995
The Rally has grown to take in Spearfish and Deadwood.

2000
The Rally's 60th anniversary attracts the largest crowd ever, over 600,000 riders!

STURGIS HOT NEWS

BIKER GENERATION

Just two blocks away from the Rushmore Plaza Civic Center in Rapid City (where Harley was showing off their wares for 2002), there is an unassuming building called the Journey Museum which houses an incredible display of American Indian art and artifacts. This year during the Sturgis Rally, our ace photographer and expert on penny whistles, Michael Lichter, offered an exhibit featuring his motorcycle photography. Biker Generation, as the show was called, brought in record attendance to the Journey Museum. Besides Michael's rich photography chronicling over 20 years of the biker lifestyle, the exhibit also housed a wild collection of custom bikes by the world's top builders.

For the first time ever under one roof, you could take a close look at motorcycles that were chosen by master bike builders to show off their personal custom style. Featured bikes included the works of Mitch Bergeron, Jesse James, Fred Kodlin, Billy Lane, Bob McKay, Jim Nasi, Arlen and Cory Ness, Dave Perewitz, Ron Simms, Donnie Smith, Russ Tom, Eddie Trotta, and Paul Yaffe. Best of all, during an opening reception on Tuesday, August 7, you could hobnob with the world's best builders and such notables as Willie G. Davidson and Clyde Fessler from the Motor Company. Congratulations on a great show Michael.

To see some of the photography featured in the exhibit and to order prints visit: www.lichterphoto.com.

HALL OF FAME

The new Sturgis Motorcycle Museum (currently housed at Main Street and 4th) and Hall of Fame inducted a staggering 14 new honorees this year. The Induction Breakfast was held at the Fort Mead Recreation Hall on August 8. The packed house was filled to the brim with notables from the two-wheeled world. Branscombe Richmond acted as master of ceremonies and after a welcome by Bob Illingworth, the Induction Ceremony began.

This year's Hall of Fame inductees included South Dakota Governor William Janklow, Colorado Senator Ben Nighthorse Campbell, South Dakota Senator Jim Putnam, our own Jim Betlach, master builder Dave Perewitz, Frank Ernst of ABATE of Minnesota, Neil Hultman of the Jackpine Gypsies, and Eddie Miller and family, freedom fighter Penny Walker, Küryakin's Tom Rudd, Woody Carson of the Antique Motorcycle Club of America, moto-journalist Genevieve Schmitt, Indian Jeff McGeary, and founder of the new Indian Motorcycle Company, Rey Sotelo.

HARLEY PLANS 100TH GLOBAL CELEBRATION

Besides test riding the awesome V-Rod over at the Civic Center in Rapid City, Harley-Davidson showed off all its new 2002 models as well as parts, accessories and Motor Clothes. The big news was all the talk of Harley's plans for their 100th Birthday Bash. The yearlong celebration will span the globe, visiting numerous cities and several continents before ending in a grand finale party to end all parties in Milwaukee, Wisconsin, on Sunday, August 31, 2003 (mark your calendars and make your hotel reservations early).

The Open Road Tour will be a rolling birthday party with stops in the United States, Mexico, Australia, Europe and Japan. In the summer of 2003, the party moves back to the U.S. to saddle up for "The Ride Home," where riders will take part in four days of festivities in and around Milwaukee. Says Willie G., "I'm sure my grandfather and his brothers never dreamed that in just 100 years, the entire world would be celebrating the birth of Harley-Davidson motorcycles."

Harley is expecting over 200,000 riders to show up for the big celebration. More info on locations, tickets and event specifics will be available in the next several months and *Easyriders* will keep you on top of things. Check out Harley's Web site at: www.harley-davidson.com or call their 100th Anniversary Hot Line at: 800-HD100th (800-431-0084).

V-ROD ROCKET RIDES

In both Rapid City and in Sturgis this year, Harley offered test rides on their new VRSCA V-Rod. Having ridden this rocket ride ourselves, we can tell you first hand that there are few things in life that will give you the perpetual grin that the V-Rod achieves. From young first-time riders, to seasoned veterans, the response was overwhelmingly positive. I mean, what's not to like, the thing revs to 9,000. You find yourself doing 70 mph in second gear! The response from test

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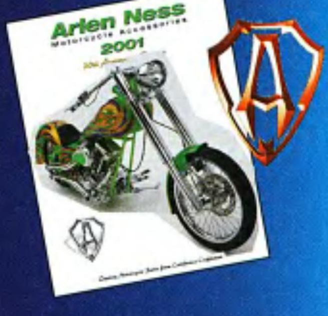


riders? The most common comments were, "What a rush!" and "It's about time!"

The V-Rod will be in dealers' showrooms by late October, early November.

SAMSON FEELING STRONG!

Samson Motorcycle Products (the exhaust system people) say business is so good that they're moving to a new 70,000-square-foot facility to keep up with demand. CEO Kenny Price told us the new facility will be in Anaheim, California, and will house an all-new showroom, manufacturing plant and warehouse under one roof.

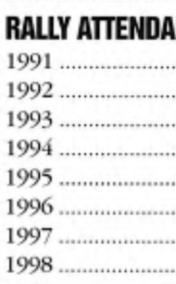
RALLY ATTENDANCE

1991	100,000
1992	120,000
1993	150,000
1994	200,000
1995	215,000
1996	175,000
1997	220,000
1998	225,000
1999	250,000
2000	600,000
2001	250,000

UPCOMING RALLY DATES

2002	August 5 - 11
2003	August 4 - 10
2004	August 9 - 15
2005	August 8 - 15
2006	August 7 - 13

J&P CYCLES' SWEET 16!



J&P Cycles has been coming to Sturgis and serving bikers at the Rally for 16 years now. The store on Lazelle Street has come a long way (it started as a tent). This year the showroom doubled in size to 12,000 square feet. The store has also become home for other great vendors at the rally such as Chrome Specialties, Custom Chrome, Drag Specialties, Küryakyn, Iron Braid, Landmark, Memphis Shades, Progressive Suspension, and White Brothers. The J&P/*Easyriders* Build-a-bike was on display and you could enter to win this one-of-a-kind scoot. There's still time to enter. See the J&P ad in this issue or visit www.jpcycles.com.

INDIAN'S 100TH ANNIVERSARY

The venerable Indian marque turns 100 this year and to celebrate, the new Indian Motorcycle Company held a cross country ride across America from the original home of Indian in Springfield, Mass., to the new factory in Gilroy, California. Once at the facility, a grand July 4th party was held, complete with fireworks. At Sturgis, Indian offered test rides of it's Chief, Scout, and new Spirit line of motorcycles and gave away 100th Anniversary pins. This was the first Sturgis for the company's new CEO Frank O' Connell who was on hand to congratulate Indian's founder Rey Sotelo into the Sturgis Hall of Fame.

For more info about Indian visit www.indianmotorcycle.com.

TERESI DYNO-DRAGS TRUCK

Where could you drag race legally during the Sturgis Rally? Well, if you had a screamin', nitrous-burnin' dragster you

could try your meddle at the Sturgis Drags, but for the average rider, there was only one way to race against the clock in all-out drag competition; the Teresi Dyno-Drags truck. The big black flatbed was wowing the crowds at the Civic Center in Rapid City all week. Racers got their bikes weighed and then staged to race against all comers in exciting quarter-mile and half-mile drag racing action. When the light tree goes green you rocket down a simulated track with pinpoint accurate dyno times. It was a thrill-a-minute! Look for the Teresi Dyno-Drags truck at a bike event near you. It's the safe way to test your skill and your bike's horses.

TITAN RETURNS?

Like a Phoenix rising from the ashes, it looks like Titan may be on the comeback trail. T.M.C. Acquisitions recently announced their purchase of the assets of Titan Motorcycle Company (which filed Chapter 11 in January of 2001). T.M.C. is owned by Titan dealer Don Proudfoot, who has dealerships in Daytona and Fort Myers, Florida. If you were at Sturgis this year you may have seen the Titan display off Exit 30.

The new plan is to build about 600 bikes next year and production is currently underway on a new Phoenix model. You'll be able to check out the revived Titan at the Titan dealership in Daytona during Bike Week this March. *—Phantom*

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EASYRIDERS' HOLIDAY GIFT GUIDE

It's that time of year again, when tiny elves scamper around in my basement, whispering, always whispering in my head until I get out the baseball bat and...oh, sorry, that's Halloween. Let's start again.

It's that time of year again, when winter winds herald the arrival of that most festive of seasons. What do you get the biker who has everything? How about twin Swedish blondes! No, those are really hard to come by. Okay, how about this: we'll select some of the best goodies from near and far and present them to you here as a way of whetting your appetite for egg nog laced with Jack Daniels, mistletoe undies, and old Bing Crosby records (remember records?).

What follows are pages upon pages of ads for neat stuff from people who want you to buy their holiday wares to make their holidays worthwhile and take some of the stress out of finding just the right thing for the Harley monger in your life.

On the other hand, as long as you've got a straight stretch of road, a full tank of gas and some beef jerky in your back pocket, what more do you really need?

From all of us at *Easyriders*, have a very merry!

—Phantom

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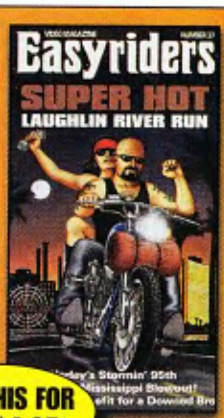

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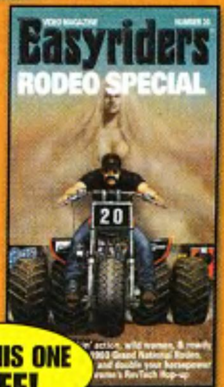

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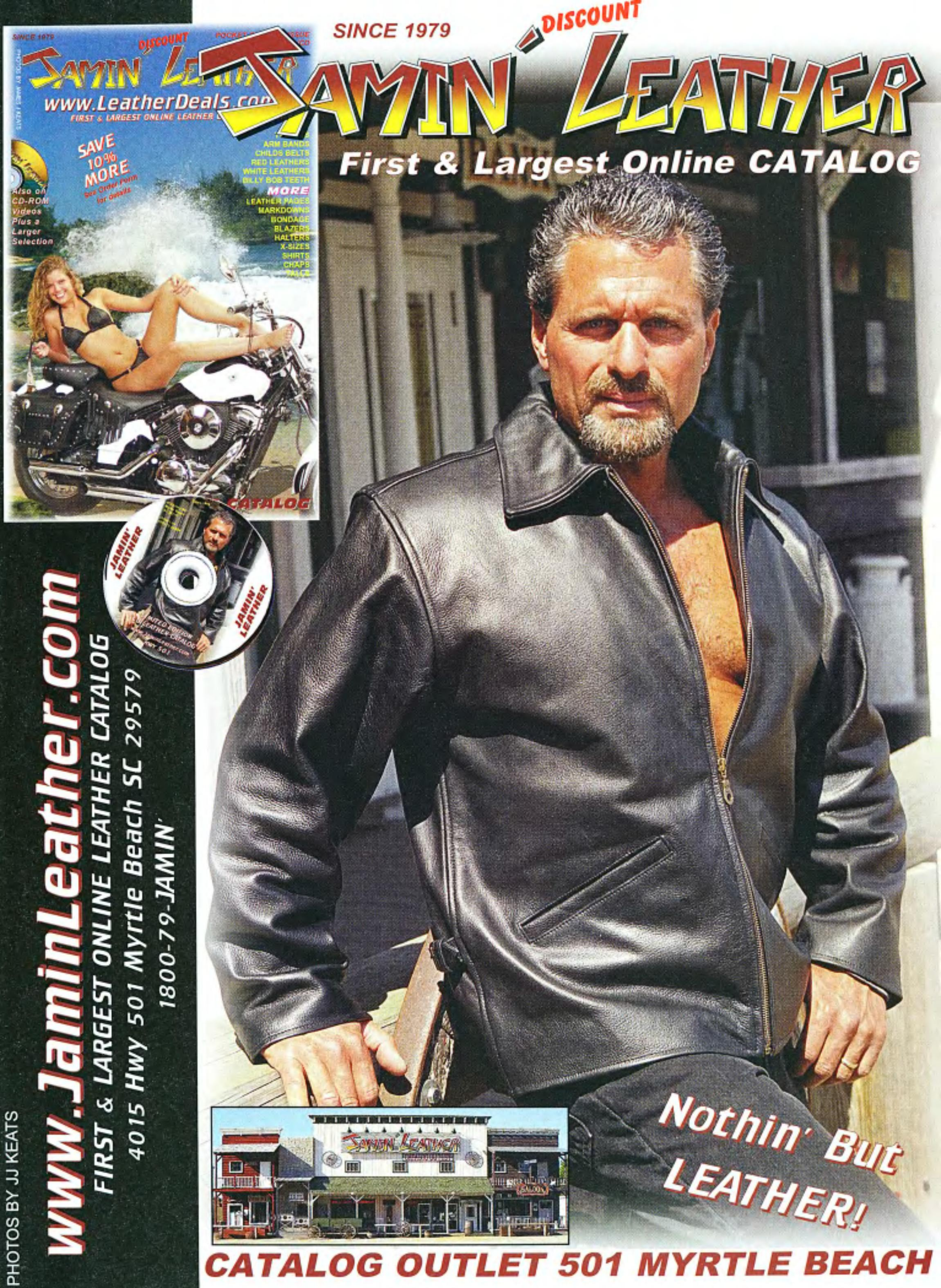
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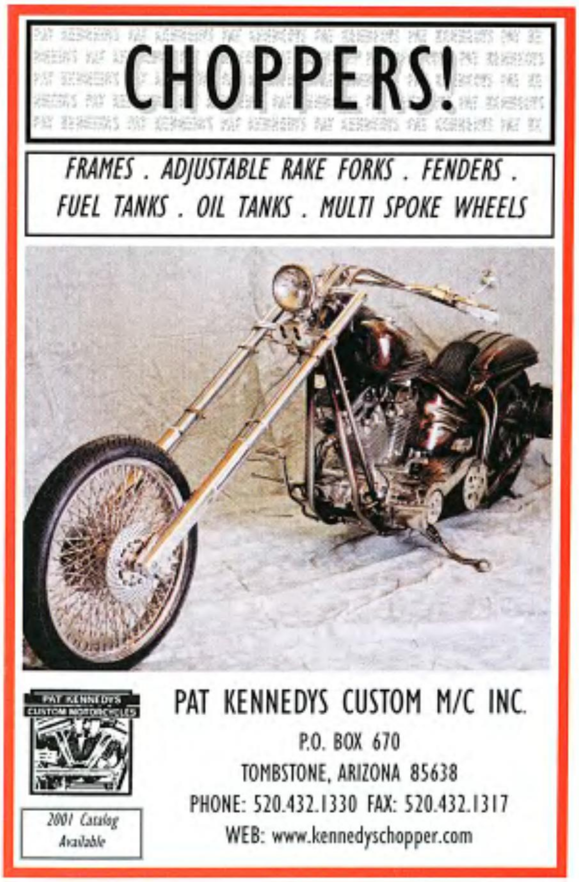
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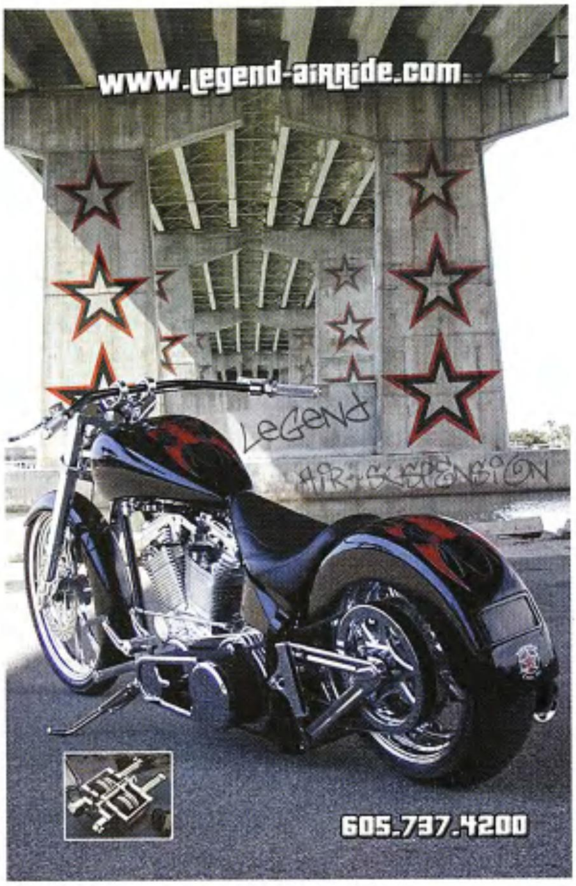

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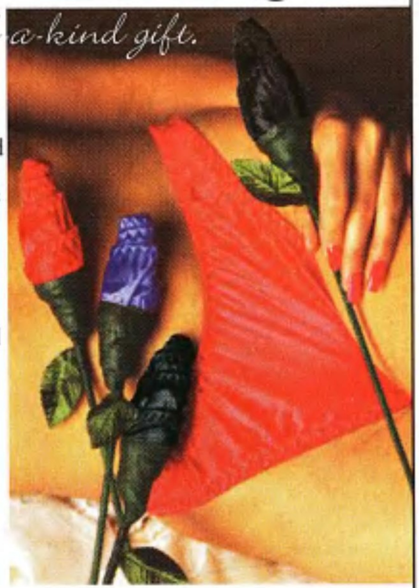

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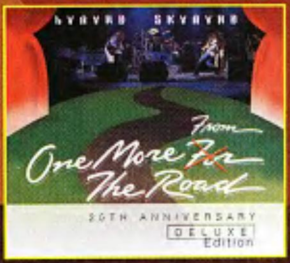

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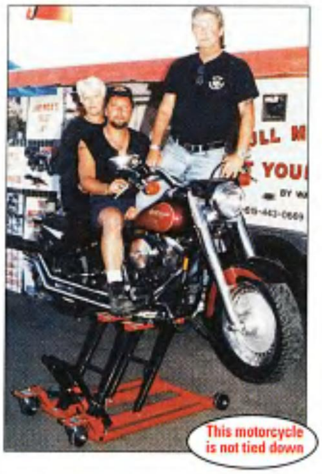

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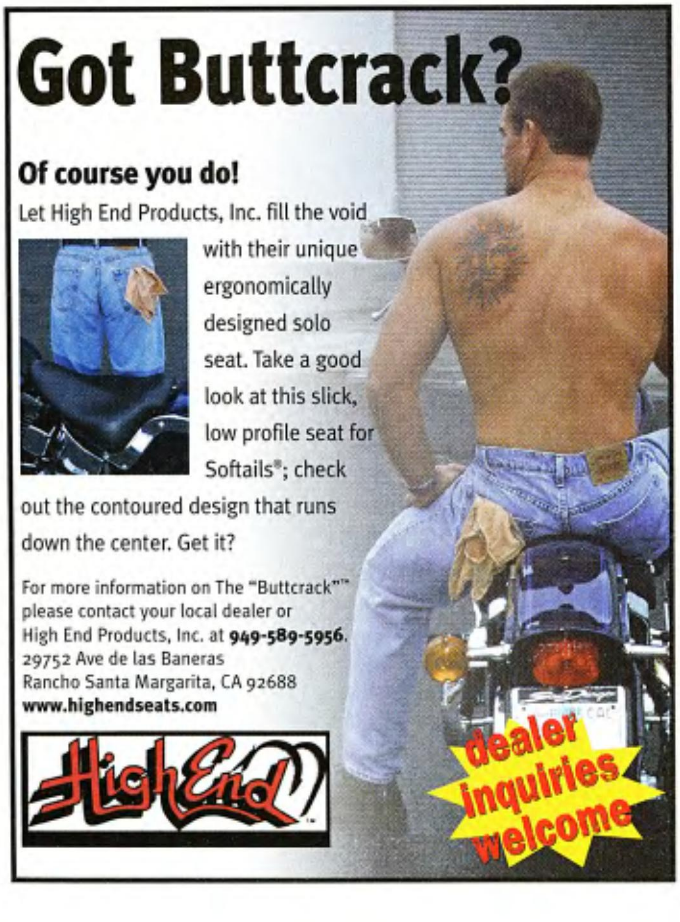
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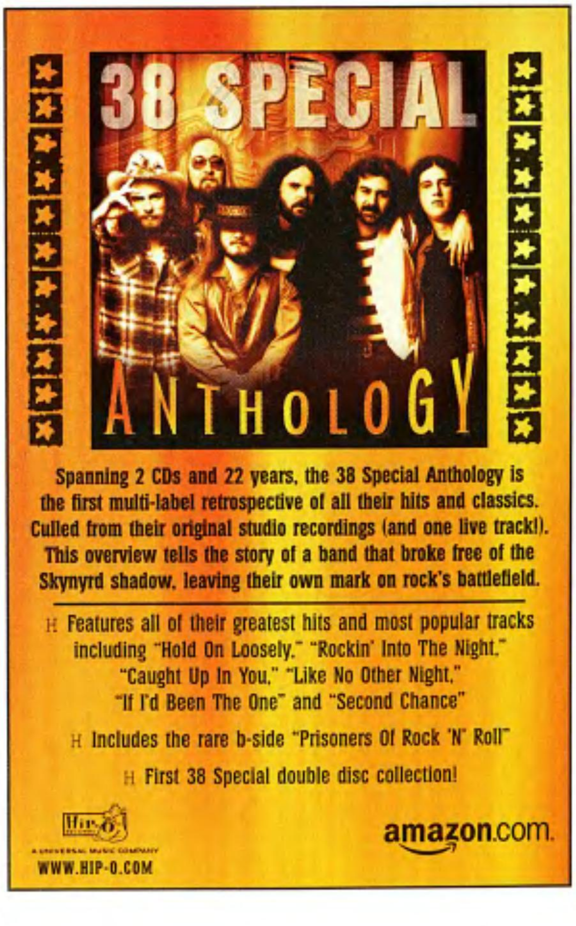
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When the high-enders of the biking industry movers and shakers gathered for the annual *VQ* Bikers Ball during the Daytona Bike Week celebrations, they had no inkling that a monster lurked around the corner, just waiting to mesmerize them, then drain them dry. Well, at least their pockets, and all for a good cause.

NOSferatu

PAUL YAFFE'S *VQ* BIKERS BALL MASTERPIECE

The auctioning of Master Builder Paul Yaffe's custom, a bike we tagged with the moniker NOSferatu, broke all previous high-bid records for the annual Boys and Girls Club event. You could say the NOS-injected exotic scoot has as much bite as bark, since its elegantly hand-formed body panels craftily conceal from sight the telltale badass blue bottles of laughing gas.

Paul's attack plan for the project grew out of a desire to employ the latest technology, the pivotal components including the Avon 250, the biggest rubber doughnut available combined with the most reliable drive train, the Harley-Davidson Twin Cam B motor. Calculated into the high-tech personality profile was a stealth mode feature, the hidden NOS bottles that allowed for an instant switch from Dr. Jekyll to Mr. Hyde with the mere flip of a switch.

A natural starting point was one of the Paul Yaffe Original's "Streetster Chassis," a frame designed to accommodate the 250 tire/B motor combination. The engineering challenges included 200 labor-intensive hours pumped into the fabrication of the concealed compartment housing the nitrous system. A press of a button opens a remote-controlled door for access to the system, a feature that never fails to entrance all onlookers as it glides open. Paul credits the inclusion of the gas attack option to "Go-Go" from NOS Systems and to Kyle from Independent Tanks who conjured up the special nitrous containers. Naturally it was Paul himself who came up with the "trap door" idea as well as its fabrication. They don't call his place Paul Yaffe Originals for nothing.

Paul also points out that the benefit auction is an all-industry effort and his creation benefited from a host of manufacturers and suppliers including Performance Machine who supplied the custom wheels as well as their slick forward and hand controls, and very importantly their drive-side pulley setup that enabled Paul to go one-step farther past radical. "We had this really cool idea that if we took a solid real wheel and plated it, then incorporated the drive-side pulley setup so that it all came together on the left side of the bike, that when you looked at it from the right side you'd see a reflection created by the design's big dish effect. So what you see is the inside of the swingarm and the ground reflected so that it appears as if you're looking through a totally hollow wheel. The illusion works, and people do a double take when they look at the bike.

"We also created another visual mind-bender when we attached the rear fender to the swingarm," Paul told us. "It looks like a rigid with the fender sitting a half-inch off the tire. But then we built the seat so that the fender moves behind it providing full suspension. As for the seat itself, we covered it in crocodile since the bike was an exotic and it seemed appropriate for its off-the-scale appearance. It was meant to attract the top-of-the-food-chain kind of bidder, and that goal also figured into the go-for-the-Sterling Gold paint scheme and graphics.

A close look at the list of component invited to the party included Primo's new Twin Cam B open belt-drive kit which Paul says worked flawlessly. West Coast Choppers supplied the front and rear fenders while the folks at Works Performance anted up with their excellent nitrogen-charged softail-style shocks.

"Harley-Davidson gave us the tranny and front forks and of course the great Twin Cam 88 B engine," Paul says. "We can now build these radical, crazy choppers that are a whole bunch of fun to ride because of the B motor. And we have a complete line of frames that will accommodate both the B motor and either the 200 or 250 tires in rigid or softail-style models. We already have a dozen of these bikes running, and they're the best running bikes ever. They're just smooth, and they run great and we've done up big-bore kits so they make tons of power. We regularly get 107-horsepower at the rear wheel with no reliability problems and using all factory parts. All our new bikes we build will probably have that motor.

"We took the motor apart and show-polished it, but otherwise left it stock, that's if you don't count the nitrous. A toggle switch arms the system; the nitrous is injected through a microswitch that works off the throttle bottle. It's rocket thrust on instant demand since the NOS system senses the throttle position and turns itself on."

Naturally there's a slew of stand-out Paul Yaffe Originals custom parts in the mix including the handlebars, the "Streetster" frame as mentioned with its 3-inch forward stretch and a 37-degree rake, plus their radiused side-mount LED brake light/taillight, and the "Crack Pipes" exhaust system. Says Paul, "The real hero of the project was Mark Warrick of Soncy Road in Amarillo, Texas. We made it because Mark did all the bodywork, all the base work, the paint and the graphics, all in 10 days."

Paul gave the bike a few test laps around the famous Daytona International Speedway and came away with a big grin, more than satisfied about its performance and ride-on-rails suspension compliance. "It's in keeping with our philosophy that while all our bikes have always been exotics, they're bikes you could ride on an everyday basis."

You could say there was a feeding frenzy when the bike went up for auction at the Bikers Ball. You could even say it was a "gas" as NOSferatu smashed the existing records, bringing in $80,000 for the benefit organization, a testimony to Paul Yaffe's artistry and to the generosity of the lucky new owner. When asked, who bought it? Paul says, "Just call him 'The Fox.'" And no it was not the guy from the *X-Files*, but it was someone who really appreciates out of this world custom bike building. The new owner asked for a couple changes— painting a matching helmet, adding initials to the rear fender, and swapping over to a 44 mm CV carb—and Paul was happy to comply. "Now The Fox plans to ride the hell out of it," Paul says.

For more info on Paul Yaffe Originals and the many custom components and services he provides, you can visit his Web site at www.paulyaffe originals.com or call him at 602-840-4205.

—*Paul Garson*

Easyriders

passin' gas

A biker, a lawyer and a yuppie were sittin' in a bar. The yuppie dork was bragging, "Last night I made love to my wife three times, and this morning she couldn't stop telling me how much she adored me."

The lawyer sitting next to him boasts, "I slipped it to my wife six times last night, and this morning she said she could never love another man."

The biker remains silent until the smug little yuppie asks, "How many times did you, uh, do your wife last night?"

"Once," the biker replies.

"Only once?" the lawyer snorts arrogantly. "And what did she have to say this morning?"

"Don't stop…."

C.R. Kee
Ft. Worth, Tejas

Duke is sitting in his lawn chair, drinking a beer and watching his ol' lady mowing the yard. The nosy neighbor bitch sees this and is so outraged that she storms across the street and shouts at Duke, "You lazy bastard, you should be hung!"

Duke takes a swig of beer and calmly replies, "Why do you think she's cuttin' the grass?"

Scott Lee
Union, Oregon

A heart surgeon takes his Harley into the dealer for a top-end service but is outraged at the high cost of the repair. "This is outrageous," he whines to the service manager. "Charging me $600 to grind valves and replace the rings is way too much money."

"Not really, when you think about it," replied the service manager. "As a surgeon, you should be aware that overhauling a bike is a lot like working on the human body, and the mechanic must be highly skilled and trained, as you are, to do the job right."

"Is that so," replied the surgeon. "Well then, let's see him do it when the motor is still running."

Keith Marshall
Greybar, Texas

Here's some sad news about beer. You have to hope that this is flawed, but the evidence seems irrefutable.

Recently, scientists for Health Canada suggested that the results of a new study revealed the presence of female hormones in beer and suggested that men should take a look at their beer consumption.

The theory is that drinking beer makes men turn into women. To test the theory, 100 men were each fed six pints of beer within a one-hour period. It was then observed that 100% of the men gained weight, talked excessively without making sense, became overly emotional, couldn't drive, failed to think rationally, argued over nothing, had to sit down to piss, couldn't perform sexually, and refused to apologize when wrong.

No further testing is planned.

Marci Wright
Orange, Calif.

A bro and his ol' lady were lyin' in bed one night and she was curled up, ready to go to sleep. Since the bro was readin' the latest issue of *Easyriders*, he switched on the light and kept readin'.

After a while, he reached over and fondled his ol' lady's pussy and went back to readin'.

He did this briefly a few times, but would go back to readin' each time.

Well, after a while, the ol' lady starts gettin' pretty aroused and thinkin' her man wanted some action she got up and started stripping in front of him. The bro asked, "What the hell are ya doin'?"

She replied, "You were playin' with my pussy so I thought you wanted to fuck me."

"No, not tonight, baby."

"Then what were you just doing?' she demanded.

"Hey, I was just wettin' my fingers to turn the pages easier."

Rocky Meyerson
W. Palm Beach, Florida

I just left my husband," a woman says to her best friend. "Well, how did he take it?" the friend asks.

"It's a funny thing," the first woman replies.

"You live with someone for 10 years, but you never really know them...

For example, I never knew Bill could sing or do cartwheels."

Rick Brown
Bighouse, Calif.

A recent poll revealed some good news and some bad news about the current G. Dubya Bush administration.

The good news is that most people think he's doing the work of three men. The bad news is that their names are Moe, Larry and Curly.

Joey Hayes
Palmdale, Calif.

Seeing a biker's ol' lady wander from aisle to aisle in the video store, the clerk finally approaches her and asks, "Can I help you?"

"Yes, can you tell me where the adult section is?" she replies.

"It's right over there behind that curtain in the doorway," he says.

"Is there something specific you're looking for?"

"Yes," the woman says, "my husband."

Richard Brown
Orangevale, Calif.

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: The Fox
City: classified

General

Designer: Paul Yaffe

General

Fabrication: Paul Yaffe
Year/make: 2001 Paul Yaffe Originals
Model: Streetster
Assembly: Kevin Bailey
Time: 6 months
Chroming: Concours

Engine

Year: 2001 Harley-Davidson
Model: Twin Cam B
Rebuilder: Kevin Bailey
Ignition: Screamin' Eagle
Displacement: 88 cubic inches
Lower end: Harley-Davidson
Balancing: Harley-Davidson
Pistons: Harley-Davidson
Heads: Harley-Davidson
Cam: Harley-Davidson
Lifters: Harley-Davidson
Carb(s): 44 mm CV
Air cleaner: Harley-Davidson
Pipes: PYO Crack Pipes
Modifications: hidden NOS intank

Transmission

Year: 2001
Modifications: 45 mm offset
Shifting: Smooth
Engine sprocket: Primo
Trans sprocket: PYOs
Wheel sprocket: Performance Machine

Painting

Molding: Mack Warrick
Painter: Soncy Road
Color/Type: sterling gold
Type: urethane
Special paint: Mack Warrick

Frame

Year: 2001
Builder: Paul Yaffe
Type: Streetster 250
Rake: 37.5 degrees
Stretch: 3 inches
Shocks: Works Performance

Accessories

Bars: Paul Yaffe Originals
Risers: PYO
Handlebar controls: PM
Headlight: Headwinds
Taillight: PYO
Speedo: Don't wear 'em
Dash: none
Front pegs: PYO
Rear pegs: PYO
Electrics: Kevin Bailey
Gas tank: PYO
Oil tank: PYO
Oil system: Harley-Davidson
Primary cover: Primo
Seat: Guy Thieman
Sissybar: don't go to them
Mirrors: PYO
Grips: PYO

Forks

Type: Harley-Davidson Deuce
Extension: none
Builder: Harley-Davidson/ Perse
Special Features: flush axle

Wheels

Front

Size: 21 inches
Hub: Performance Machine
Rim width: 2.15 inches
Tire: Avon
Brake: Performance Machine

Rear

Size: 18 inches
Hub: Wideglide Driveside
Tire: 250 Avon
Rim Width: 8.5 inches
Brake: Performance Machine

Photographer: Butch Lassiter

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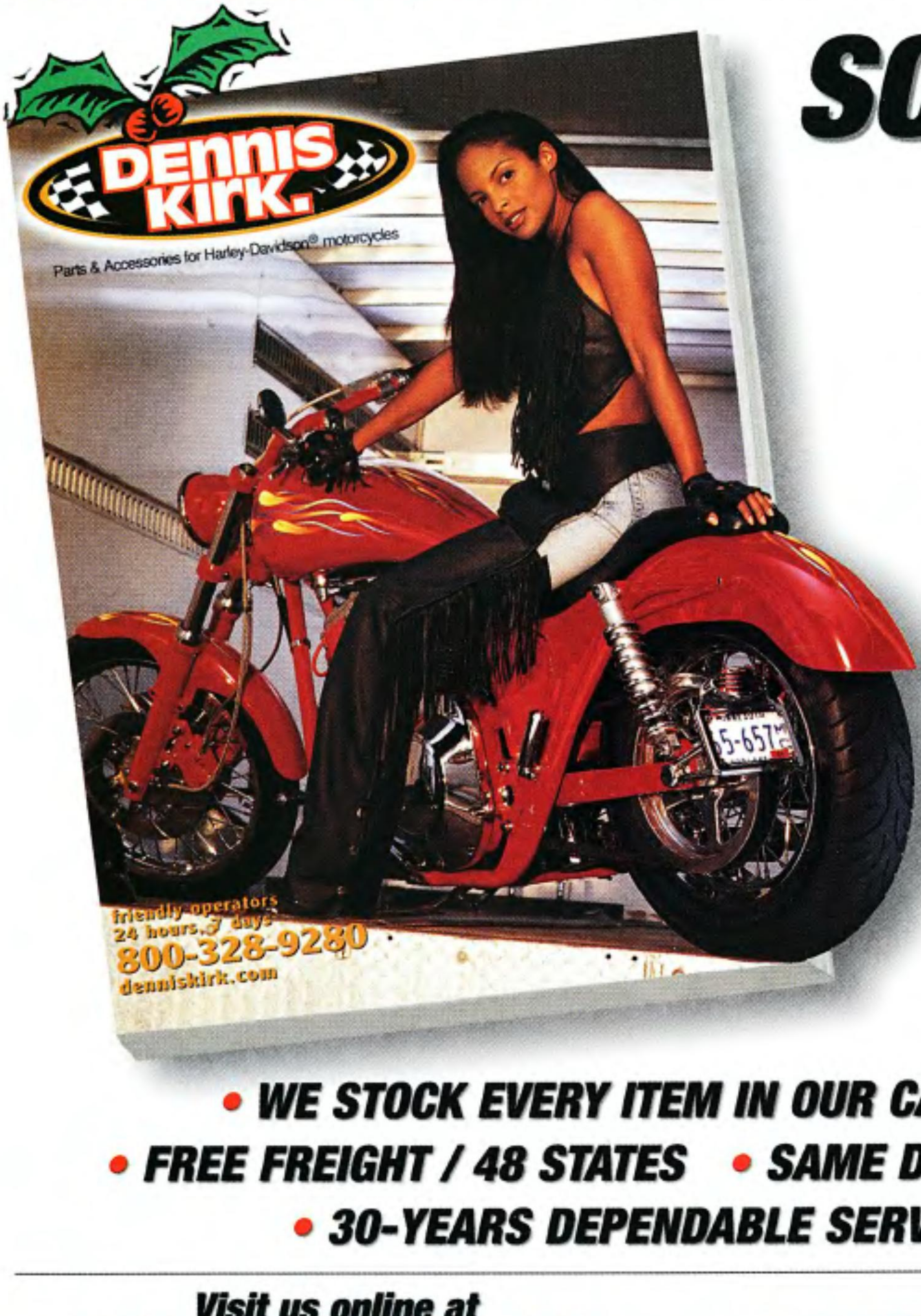

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S O M E B O D Y   S T O P   M E

Brake Buyers' Guide

Sure your bike is as fast as greased lightnin' and hauls ass through the corners, but whatcha gonna do when some clown in a cage goes and pulls some dumbass stunt that causes yer heart to pump like it's hooked up to some kinda pacemaker gone haywire as ya grab a handful o' brakes...only to find that slowing down in a precise and timely manner just ain't happenin'. Terror fills the mind.

Well, needless to say, it's those times that make ya put some serious thought into just what ya got in the way of binders on your scoot. Hey, all it takes is one little old lady whose vision ain't so great to put a hurtin' on yer ass and leave yer wallet with a large hole where yer drinkin' money used to be.

Since we have no intention of turnin' our ridin' readers loose on the streets without a thought about proper binders, we've amassed a whole handful of fine lookin' goodies that'll haul yer ass to a stop in a New York City second, keepin' ya from havin' to make new friends with the stranger at the wheel of the car that just cut ya off and the tight-assed insurance adjuster who just don't have a clue about the value of your precious hog.

So if ya ain't sure about yer stoppin' power, take a good look at the following collection of brake goodies so you can be as prepared as possible for those moments when a ton or so of steel plants itself in your path—ya can't say we didn't warn ya.

—Boxcar

Performance Machine Integrated Rear Caliper

Since performance means everything at PM, each new part is designed to go faster, stop better and look damn good doing it. With that in mind, PM created the ultimate rear brake for the H-D Softail. This race-proven caliper has four differential-bore pistons wrapped in a unique forged aluminum, integrated caliper/bracket creating the most powerful and consistent brake to ever grace the rear of your bike. Available for '87 to '01 Softails in polished, chrome or black anodized finish.

For more information on this and any of PM's fine products, call or write to: Performance Machine Inc., 6892 Marlin Circle, La Palma, CA 90623; phone 714-523-3000; Web site: www.performancemachine.com

Performance Machine's Direct Bolt-On Caliper Line

PM is proud to offer this powerful series of brake systems. The direct bolt-on line now consists of a 4- and 6-piston, direct bolt-on calipers for 11.5-inch discs, and the newest addition, a 6-piston for 13-inch discs. These calipers feature differential bore sizes that compensate for uneven pad wear by applying differential forces at the leading and trailing edge of the pads. The direct bolt-on calipers are available in standard, polish, black anodized and chrome finishes.

For more info write or call: Performance Machine Inc., 6892 Marlin Circle, La Palma, CA 90623; phone 714-523-3000; Web site www.performancemachine.com.

JayBrake Caliper and Hawg Halter Caliper from Biker's Choice

Here are just two of the different calipers Biker's Choice offers. They stock some of the biggest brand names in the industry, such as JayBrake, Hawg Halters, GMA and also OEM replacement parts to fulfill all of your braking requirements. You will find choices in caliper configurations such as single, dual, quad and even 6-piston designs that are offered in polished and beautiful show chrome finish. They also offer replacement rotors and brake pads.

So whether you are looking for custom appearance, more braking control and stopping power, or just repairing the brakes that you have, contact the Biker's Choice dealer referral hotline today at 800-343-9687 to find a dealer near you.

Tolle Rear Sprocket/Rotor and Caliper

Direct from Tolle in Sweden is this 48-tooth sprocket and brake rotor that combines both drive and stopping functions to keep the right side of your rear wheel from looking too cluttered. Born from Tolle's background in aerospace technology, function combines with form to provide serious stopping power and good looks. The caliper mounting tabs must be welded in place and the rotor is available in drilled or slotted configurations.

Tolle products are available by contacting Doug or Ulf at DM Customs/Choppers by Choice at 2659 Junipero, Long Beach, CA 90806; or call 562-595-9010; e-mail dmcustoms@aol.com; Web site www.tolle.se

Tolle Front Calipers

If you're looking for something different up front take a gander at Tolle's single and dual disc calipers and rotors. These babies will haul you to a stop and look good doin' it. The rotors are available in either a drilled or slotted 5-spoke design in either 10- or 11.5-inch configurations.

Tolle products are available by contacting Doug or Ulf at DM Customs/Choppers by Choice at 2659 Junipero, Long Beach, CA 90806; or call 562-595-9010; e-mail dmcustoms@aol.com; Web site www.tolle.se

Tolle Master Cylinders

To activate the calipers on your bike, Tolle created these tiny yet effective master cylinders that are practically invisible they're so small. These beauties keep the physical size to a minimum while keeping applied braking forces at a maximum so stopping is a no brainer.

For info on these or other Tolle products contact DM Customs/Choppers by Choice at 2659 Junipero, Long Beach, CA 90806; or call 562-595-9010; e-mail dmcustoms@aol.com; or visit Tolle's Web site at www.tolle.se.

Chrome Horse II 6-piston Billet Calipers

These polished billet USA-made aluminum calipers bolt directly onto stock front forks. These calipers feature massive brake pad area, which means serious stopping power. When you go fast, you have the ability to stop fast—or else. Available for front left or right or for dual disc applications.
Available only through Midwest Motorcycle Supply. To call for a dealer near you, dial 636-296-2200, or e-mail midwest@midwest-mc.com.

Chrome Horse 4-piston Rear Calipers

The Chrome Horse 4-piston calipers were designed with a contoured and beveled design and have stainless steel fasteners for a clean, custom look. CNC machined from 6061-T6 aluminum and assembled with stainless steel pistons and semi-metallic brake pads for superior performance. Also available are fully polished brackets for many applications. They are double beveled and have a step-down contour for solid styling.
Available exclusively through Midwest Motorcycle Supply. Call for a dealer near you at 636-296-2200 or e-mail them at midwest@midwest-mc.com.

Hardbody 2-piston Rear Caliper Kits

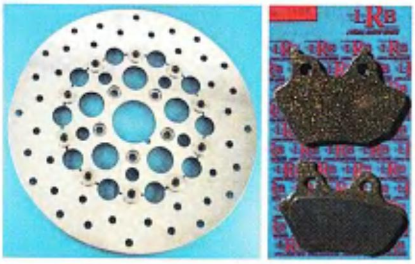
while improving the looks of your rear brakes, upgrade your stopping power at the same time with a "Hardbody" 2-piston caliper and mount kit. CNC-machined from 6061-T6 aluminum billet, these kits feature dual stainless steel pistons and include flush-mounted stainless steel mounting hardware. Kits are available for Softails '87 through '99.
For more information contact MID-USA at 800-632-0024 or check out their Web site at www.mid-usa.com.

Hardbody Front Brake Calipers

Sure the OEM front brake calipers on your bike will stop you, but when it comes time for a panic stop, good brakes are a must. Not only do the Hardbody front brake calipers work extremely well, they are lightweight and look great too. These dual-piston, solid mount calipers are CNC-machined from 6061-T6 aluminum billet for maximum strength. They include brake pads, alignment shims and installation instructions. Fits all single- or dual-disc Big Twin and Sportster models '84 through '99 with 11.5-inch O.D. brake discs (except Springer models).
For information contact MID-USA at 800-632-0024 or check out their Web site at www.mid-usa.com.

RST Bolt-On Front Calipers from Custom Chrome

Designed for extreme braking conditions, these bolt-on 4- and 6-piston calipers mount directly to the stock slider tubes without brackets on all Harley models from '84 through '99. Suitable for 11.5- to 13-inch (13-inch with adapter brackets only) discs, .200- to .225-inch thick. These calipers are available clear-anodized or polished.
For more information about any of the more than 21,000 different parts and accessories available for Harley-Davidsons from Custom Chrome call 800-729-3332 or visit their Web site at www.customchrome.com.



Lyndall Racing Brakes Rotors and Pads

Lyndall Racing Brakes LLC, is pleased to introduce their new line of full-floating rotors for Harley and Indian Motorcycles. Both the rotor and the carrier are constructed of heat-treated 420 stainless steel for a beautiful finish and maximum strength. They are Blanchard ground to assure flatness and trueness. And don't forget, the perfect companion piece to assure great braking and beautiful clean wheels are the highly regarded LRB "Gold" brake pads, constructed of true Carbon/Kevlar.
Lyndall Racing Brake products are available directly from your local dealer or contact them at Lyndall Racing Brakes, P.O. Box 5087, Dept. ER, San Marcos, CA 92069; or phone 760-727-9490.

RC Components Calipers

On the outside clean, lightweight and simple—but on the inside these calipers feature racing technology that provides firmer brake lever feel along with excellent stopping power. The RC Components Calipers are available in the original 4-piston design or the new direct bolt-on 4- or 6-piston caliper.
For more info contact RC Components at 140 Hunter Court, Dept. ER, Bowling Green, KY 42103; or phone 270-842-6000; Web site: www.rccomponents.com.

PM Contour Master Cylinders

The innovative PM Contour master cylinder features the highest quality pistons and seals, an adjustable lever, and an ultra-sleek housing. The smooth, flowing lines will certainly complement any bike, and the adjustable reach will help fit any hand. Available in brake side, clutch side and as a cable clutch handle. Finished in polished aluminum, chrome or black anodized.
For more information, call or write to: Performance Machine Inc., 6892 Marlin Circle, Dept. ER, La Palma, CA 90623; phone 714-523-3000.

Hand and Foot Master Cylinders from BDL

Jim Dalton has done it again for BDL by designing what we believe to be by far the most streamlined forward controls and handlebar controls, taking customizing to the ultimate level. The unique design and features make our controls a must for any stock or custom application. We manufacture our controls with the utmost care for quality and fit. We offer them in both polish and chrome finish.

For more info contact Belt Drives Ltd., 1959 N. Main St., Dept. ER, Orange, CA 92865; or phone 714-685-3333, fax 714-685-3339; e-mail info@beltdrives.com; Web site www.beltdrives.com.

Braking's13-Inch Rotors and Pads from CCI

To improve stopping performance, Braking's new oversize rotors increase leverage by moving the friction area away from the axle, increasing swept area. Add a set of their Kevlar and carbon pads and you've got brakes that can handle the most extreme braking conditions and are "rotor friendly" for added life.

For more info see your local Custom Chrome dealer or visit their Web site at: www.customchrome.com.

Custom Chrome Has Your Caliper

Whether it's the flashy good looks and performance of CCI's RevTech calipers or the extreme stopping power of the Billet 6 performance caliper, you can find it at your local, Custom Chrome dealer.

For more info see your local Custom Chrome dealer or visit their Web site at: www.customchrome.com.

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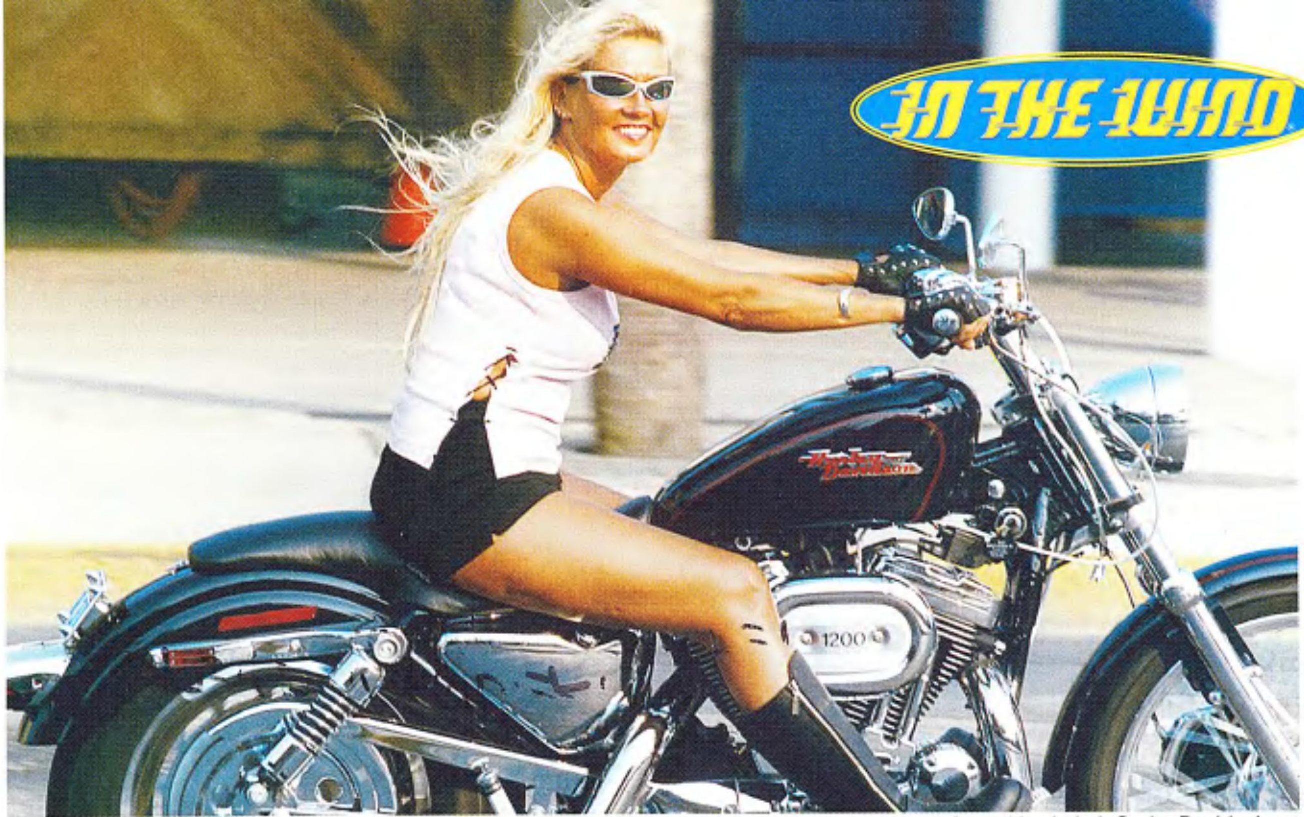


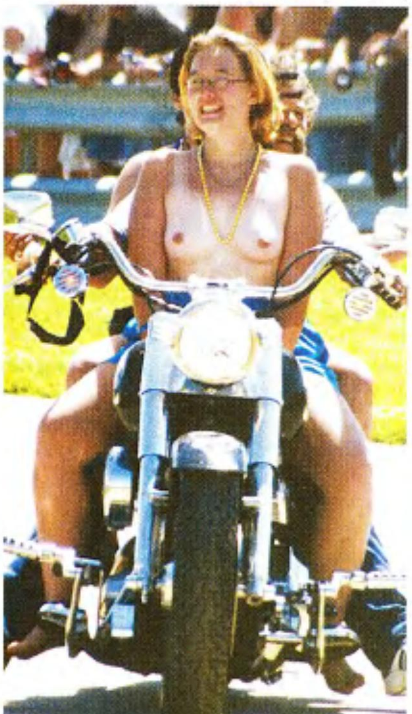
Sporty lady at Myrtle Beach Bike Week Rally. —Steve Vanderhei, Cedar Rapids, Iowa

Just call me Drip Pan. —K&D Witt of Chris, Spearfish, S.D.

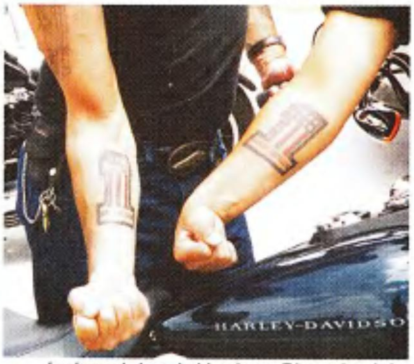
"Ay, ain't yooz Peter-friggin'-Fonda?" —Robert Patt, Canton, Ohio, at Sturgis 2000

Boing! —Erick Turner, Amarillo, Texas

Life imitates art! Portsmouth (Ohio) Motorcycle Club, circa 1913 (inset), and April 2001. *—Robert Shelby, Piqua, Ohio*



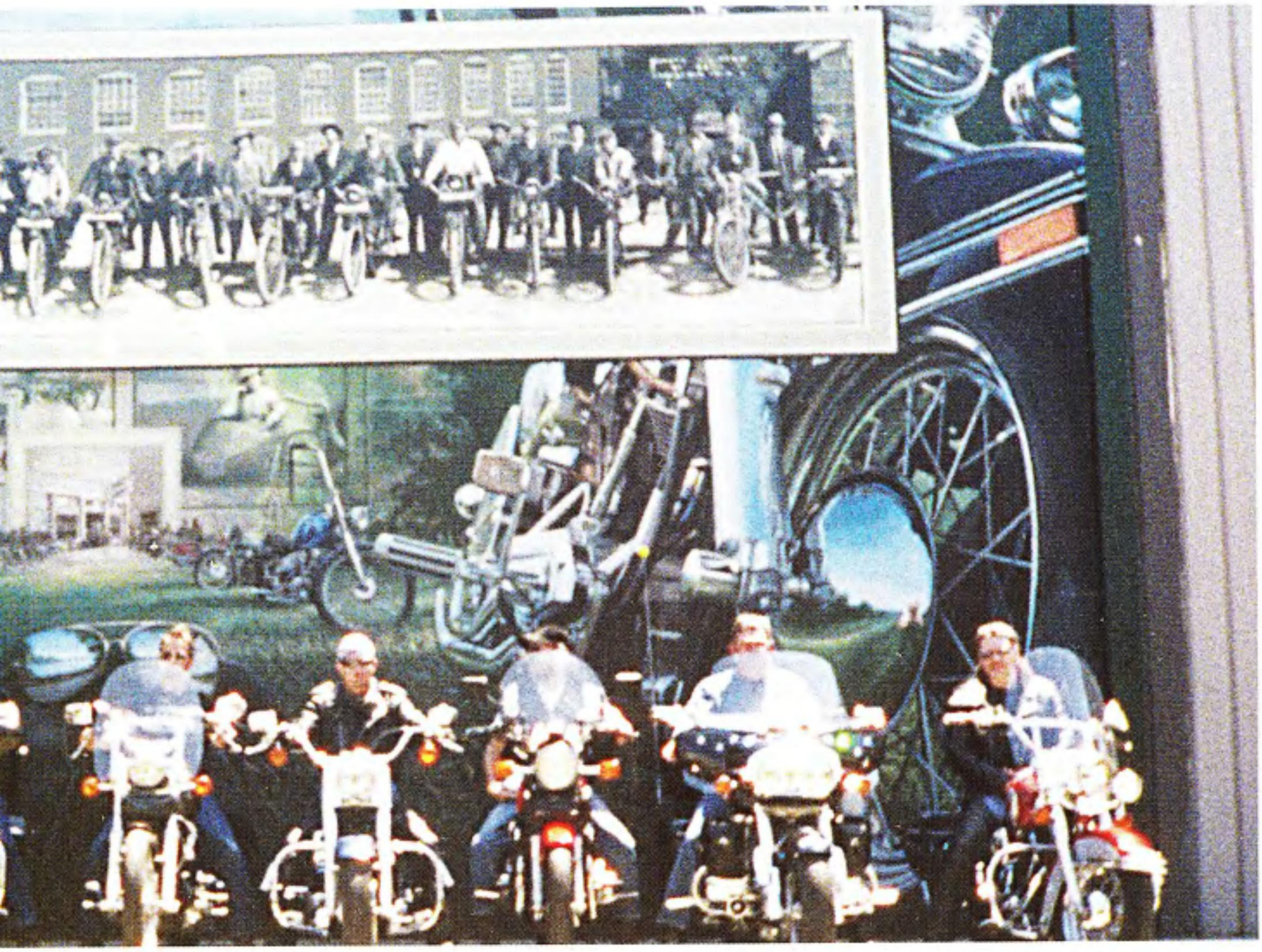
Farmer tan.—*Dan Craft, Broken Arrow, Okla.*

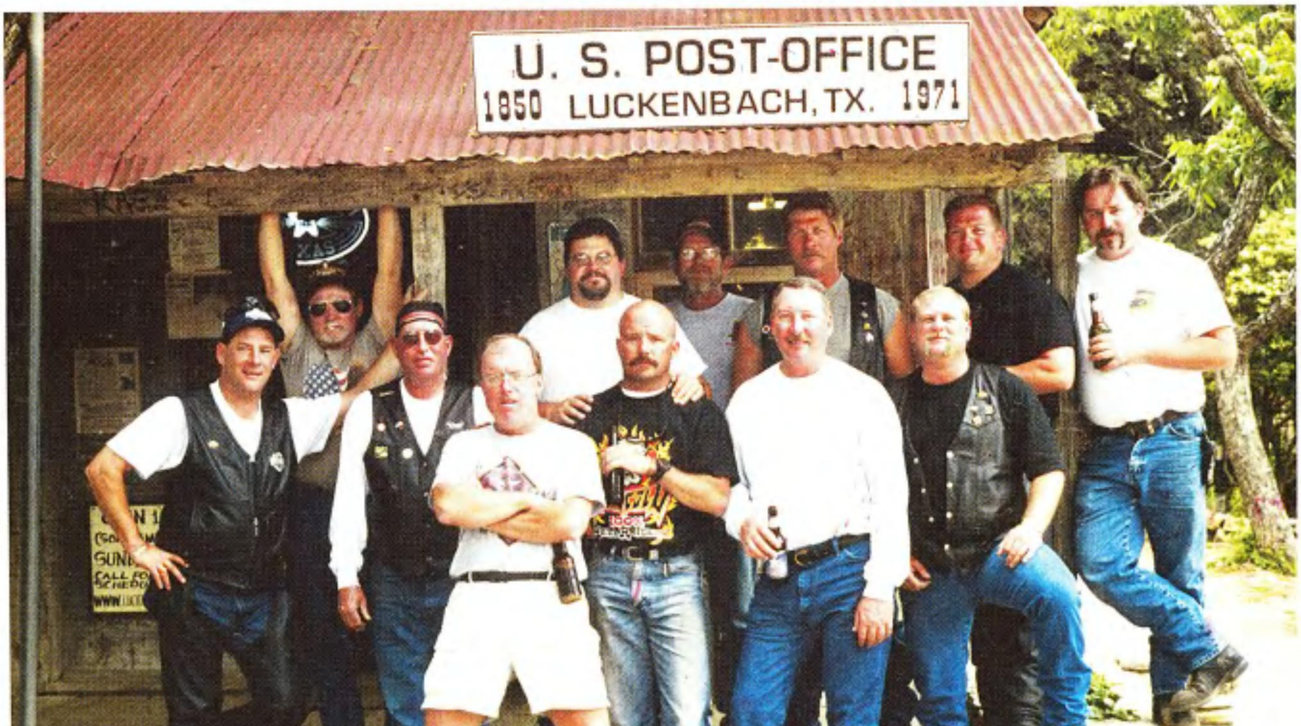


—Jack and Jacob Hughes, Phoenix, Ariz.

—Terry Orr, Hog Wild at Conesville, Iowa

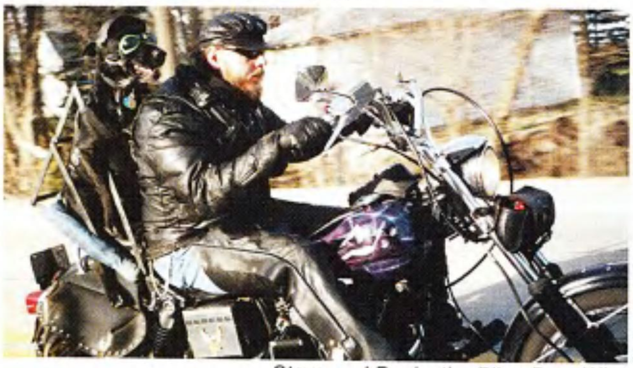
What the...? *—T.W. Banks, Atlanta, Ga.*





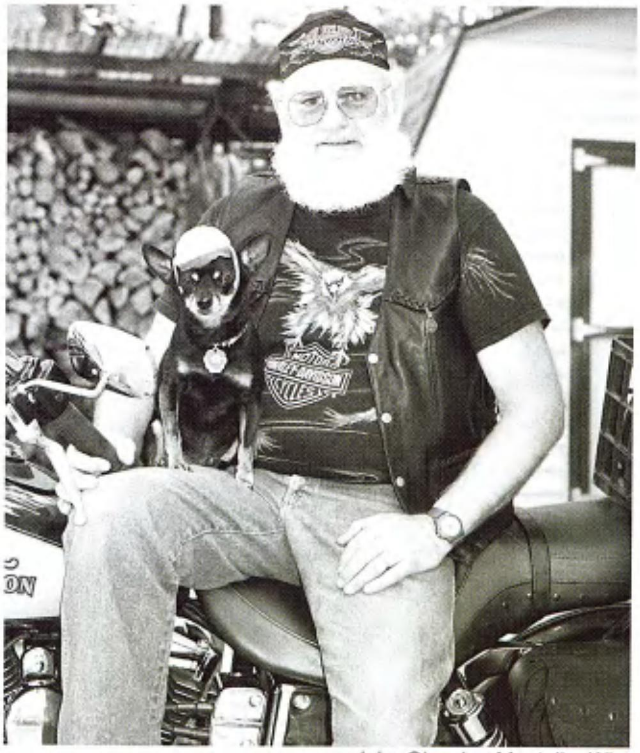
"...ain't nobody feelin' no pain." —*Danny Thomas, High Plains MC, Amarillo, Texas*

Bouncy love pillows at Am-Jam 2001. —Tony Goulart, Bozrah, Conn.



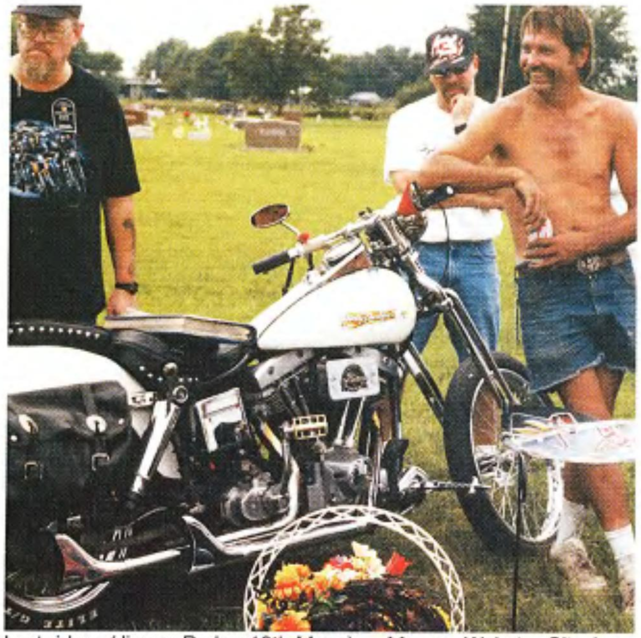
—Stevo and Rocky the Biker Dog, Wis.

—Wrongway, Stuart, Fla.



—John Giencke, Montello, Wis.

Ahh, the pause that refreshes. —John Mooney, Myrtle Beach Bike Week 2001



Last rides...(Jimmy Barker 10th Mem.) —*Mongo, Webster City, Iowa*

...and first rides. —*Nick and Marcy Bizelli, Old Monroe, Mo.*

Dyno drag madness. —*Ray Owens, Myrtle Beach, S.C.*

Tramps and vamps. —*Mean Jean, Tropical Tattoo, Ormond Bch., Fla.*

Taa-daa! —*Ray Owens, Blue Ridge Parkway, N.C.*

Doin' it for the dogs. —*Stripe, Putt For Mutts, Grandview, Mo.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, 6 x 7, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). Mail to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. WE NOW ACCEPT DIGITAL PHOTOGRAPHY!

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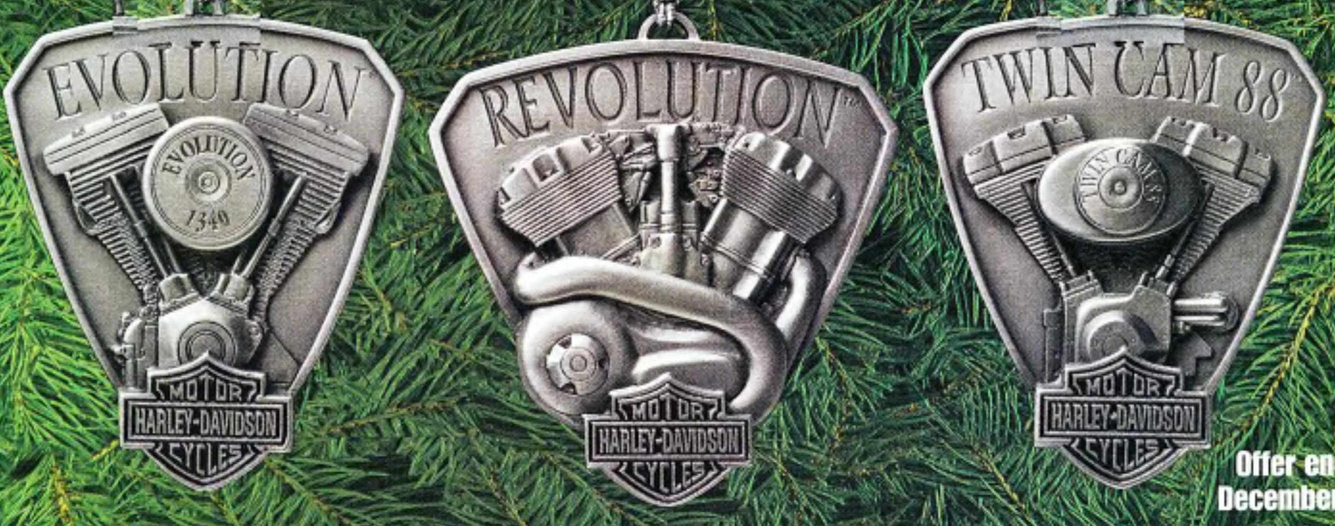

Offer ends December 24

Get a FREE limited-edition set of three Harley-Davidson® pewter engine ornaments with any qualifying $250 purchase of MotorClothes™ Merchandise, Genuine Motor Accessories™, Genuine Motor Parts™, Screamin' Eagle® Performance Parts or Official Licensed Products between November 15 and December 24, 2001.

BONUS!

Receive this additional limited-edition ornament FREE when you make the qualifying one-time $250 purchase with your H-D® Visa® card. Ask your dealer for details.

Additional ornament available for U.S. residents only.

Limited-time offer while supplies last at participating dealers only. One set per customer. Not valid with any other promotions or discounts. For your nearest participating U.S. or Canadian Harley-Davidson dealer, call (800) LUV-2RIDE. www.harley-davidson.com

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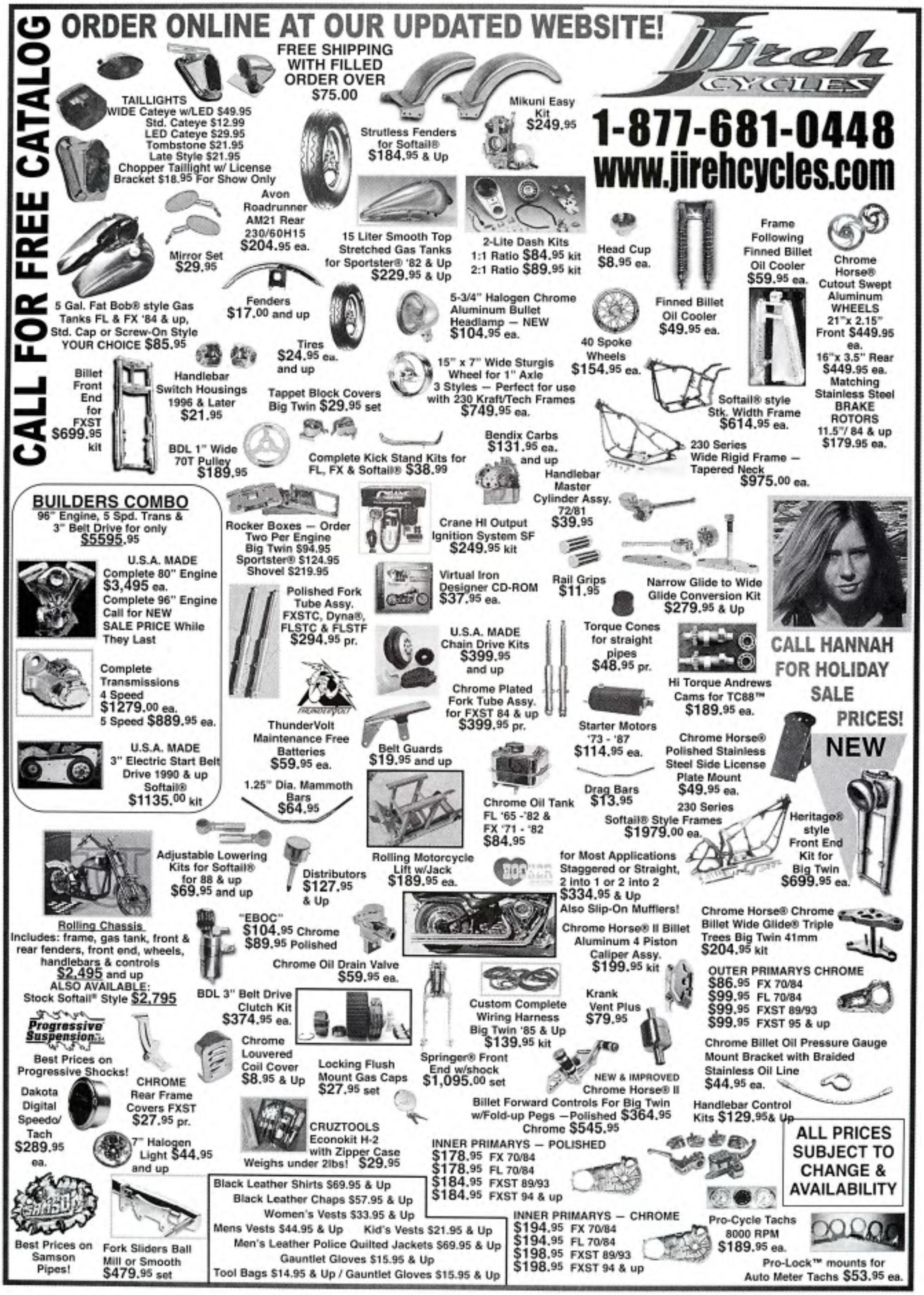

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Mirror Set $29.95
15 Liter Smooth Top Stretched Gas Tanks for Sportster® '82 & Up $229.95 & Up
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Head Cup $8.95 ea.
Frame Following Finned Billet Oil Cooler $59.95 ea.
Chrome Horse® Cutout Swept Aluminum WHEELS 21"x 2.15" Front $449.95 ea. 16"x 3.5" Rear $449.95 ea.
Matching Stainless Steel BRAKE ROTORS 11.5"/ 84 & up $179.95 ea.
5 Gal. Fat Bob® style Gas Tanks FL & FX '84 & up, Std. Cap or Screw-On Style YOUR CHOICE $85.95
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Finned Billet Oil Cooler $49.95 ea.
40 Spoke Wheels $154.95 ea.
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BDL 1" Wide 70T Pulley $189.95
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Heritage® style Front End Kit for Big Twin $699.95 ea.
Adjustable Lowering Kits for Softail® for 88 & up $69.95 and up
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Rolling Motorcycle Lift w/Jack $189.95 ea.
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A MANIACAL MACHINE FROM MAINE

Behemoth in Black

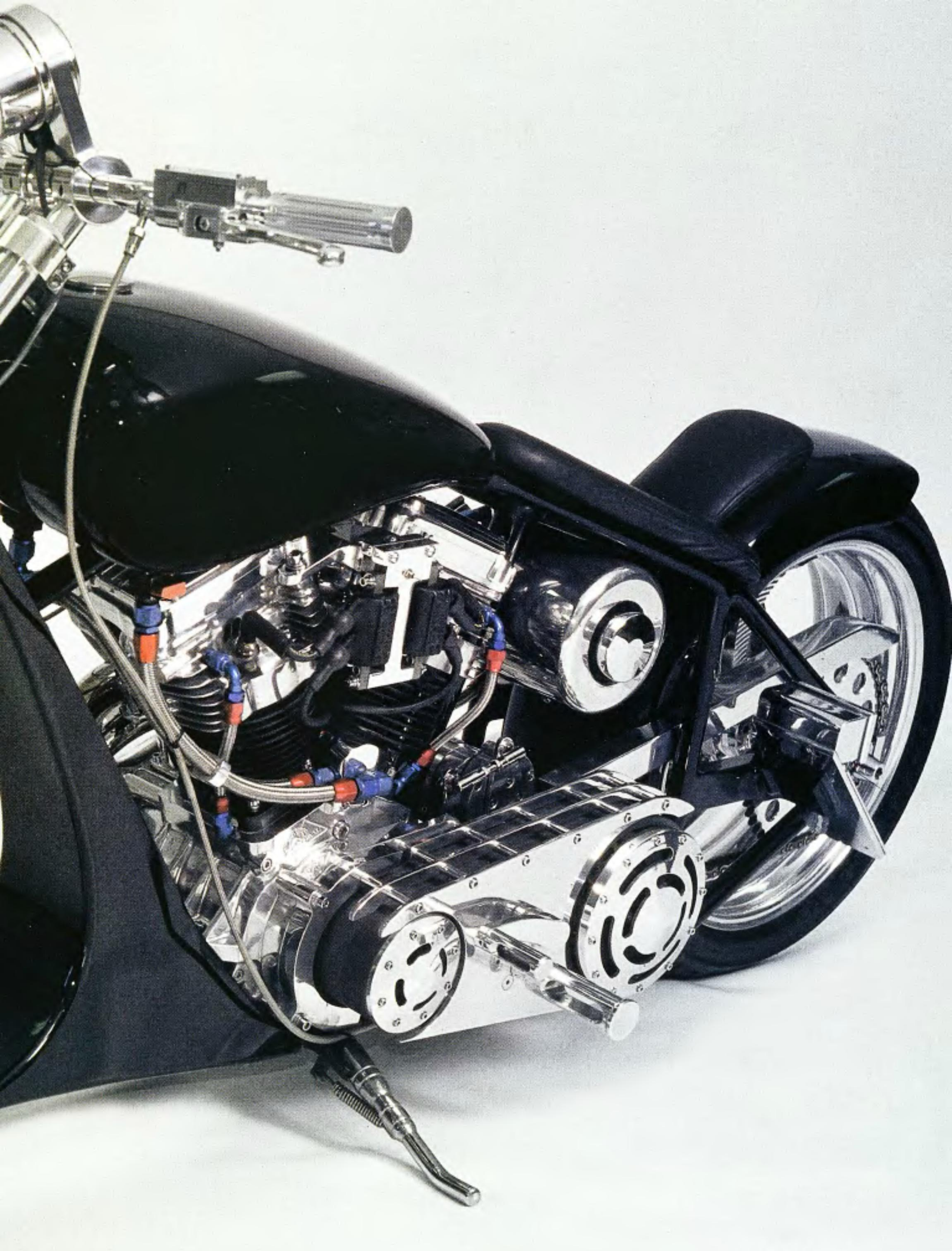
The folks who own this knock-your-eyes-out scoot, George and Pauline Allen, live way up north where the good riding season is shorter than the attention span of a fish. (I was once told that fish have such short attention spans, that if they miss their prey, they instantly forget what they were doing. I must confess, though, that I have my doubts about the total accuracy of that tidbit of information.) Of course, I'm exaggerating all that, but if you've ever cruised through the woods of Maine in the winter, you know what I mean.

Anyway, the guy who crafted this gorgeous bike is one helluva custom builder, as the accompanying photos will attest. Not surprisingly, the first item to hit me was the extraordinary paint job. It's so deep a polished black that you can not only see your face in it, but ya just might have trouble getting it back out. Like the mystery and void of a black hole, the lustrous paint seems to draw the viewer closer. Well, before I get hypnotized lookin' at this almost luminous (maybe that's a contradiction in terms, but it seems to fit) outrageous motorcycle's meticulous paintwork, I should move along.

Accordingly, I'd be remiss if I didn't also call your attention to the 108-cubic-inch beast that powers this thing; enough horsepower to tear most opponents a new one if any rider should be so foolhardy as to challenge this monster on the road. And check out that beautiful, custom made air dam, a masterpiece created by Larry Michaudi. And have a gander at those front brackets, built by Albion Machine. And who couldn't admire the flowing lines from the drag bars to that stretched-out front end, right down to the custom taillight. George admits that the rigid frame and solo seat take their toll, but he wouldn't have it any other way. "Hell, I'd be lyin' to you if I said it's the best-handling, most comfortable ride on the streets, but you can't beat it when it comes to plain ol' profiling on the streets or on the highways. That feeling is what motorcycles are all about." You got that right, George.

There's not much more to tell, except that George and his wife run a shop in Bangor called, aptly enough, The Biker. He's currently gearing up to tackle an old knucklehead he acquired. George has never put his bike in a show, but all I can say is, if the restoration turns out as well as the custom on these pages, it's bound to be a hellacious head-turner.

—Exit Wound



Owner: George and Pauline Allen
City: Bangor, Maine

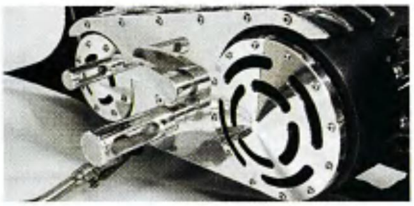
General
Fabrication: George Allen
Year: 1987
Model: Harley/homemade
Assembly by: owner
Time: faster than Larry
Chroming: some here and there

Engine
Year: 1987
Model: custom
Rebuilder: owner
Ignition: Dyna
Displacement: 108 cubic inches
Lower end: S&S
Balancing: owner
Pistons: J&E
Cases: Delkron
Heads: STD
Cam: Andrews
Lifters: JIMS
Carb(s): S&S
Air cleaner: Do you see one?
Pipes: Bartels
Mufflers: Bartels

Transmission
Year: 1987
Modifications: complete Andrews

Painting
Molding: owner
Painter: owner
Color: black
Type: lacquer
Special paint: none

Frame
Year: 1987
Builder: The Fab Shop
Type: Pro-Street rigid
Bars: Drag
Risers: Albion Machine
Headlight: Headwinds



Taillight: owner
Speedo: Harley-Davidson
Front pegs: owner
Electrics: Brad Burnham
Gas tank: D & D
Oil tank: Custom Chrome, Inc.
Primary cover: owner
Seat: Tammy's Upholstery
Grips: Ness

Forks
Bars: Ceriani
Specials features: triple trees by Albion Machine

Wheels
Front: 19-inch Performance Machine
Rear: 18-inch Performance Machine
Tires: Avon front, Dunlop rear
Brake: Performance Machine front and back
Photos: Frankie Simons

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Meet July's Winner

Your July Fox Hunt winner hails from down on the Ohio River, somewhere around Cincinnati. When she was just a wee lass, her daddy put her on his lap and putted around the neighborhood on his Harley-Davidson at the tender age of 3—uh, her age not her dad's. I mean I know it's the Midwest and all, but.... She has been riding ever since and has her own machine these days. The best news is that Linda travels this great land of ours as a feature entertainer [*We acknowledge the fact that many of our winners are dancers, but what the hell, no housewives are sending in their shots!—Ed.*] and could be in Vegas for three days, Cleveland, New York, Kentucky, Ohio and back to Vegas. Hell's fire, this gives many of you readers a chance to lay your eyes on her close up and personal. For a preview of what you could see in person, if yer lucky, you can flip to Page 98 and see her teamed up with Rob Politan's old school-style scooter. A classy biker babe who lives our lifestyle full time, Linda has biker stories that keep you highly amused 100% of the time...her lucky number is 14, have no clue as to 14 what, we figured 13 because....

—Balls

Robyn—Arizona

#1201

"My first time in the saddle was when I was 18. the most power I've ever felt between my legs and the most fun I've had with my clothes on!"

Scarlett—Nebraska

#1202

"My first ride was also the first time I rode the driver! Both experiences were wonderful...I think. I mean I remember the bike ride, the other one....."

Trish–Montana

#1203

"Nothing feels better than the feeling of the wind through my hair and vibes through my body."

Erika–Missouri

#1204

"I felt like I was really alive, with the wind and the sun totally surrounding me, making me feel free."

Julie–Maine

#1205

"The thrill of the road around me was great, but the vibes of the V-twin beneath me was too much to try and describe."

Sasha–Georgia

#1106

"I was too young to remember my first ride...on a motorcycle. Even though I don't remember, it must haveleft one helluva impression."

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone, and deluxe accommodations at a hotel—with indoor plumbing, even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Send in more than one and let us decide. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Easyriders, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #340 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes November 1, 2001. The voting deadline for this month's crop of cuties is November 30, 2001. We'll announce the winner in the April 2002 issue.

Here she is, bros, the August 2001 winner in our monthly Fox Hunt, Twyla #801, from Phoenix, Arizona. See more of her next issue.

342

FOX HUNT
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I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.a I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name__________
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Daytime Phone ( ) ______ Evening Phone ( ) ______
I am ____ years of age, born __________
I will pose fully nude __________
Model's Signature __________

Photographer's Name __________
Address __________
City______ State______ Zip ______
Daytime Phone ( ) ______ Evening Phone ( ) ______
Photographer's Signature__________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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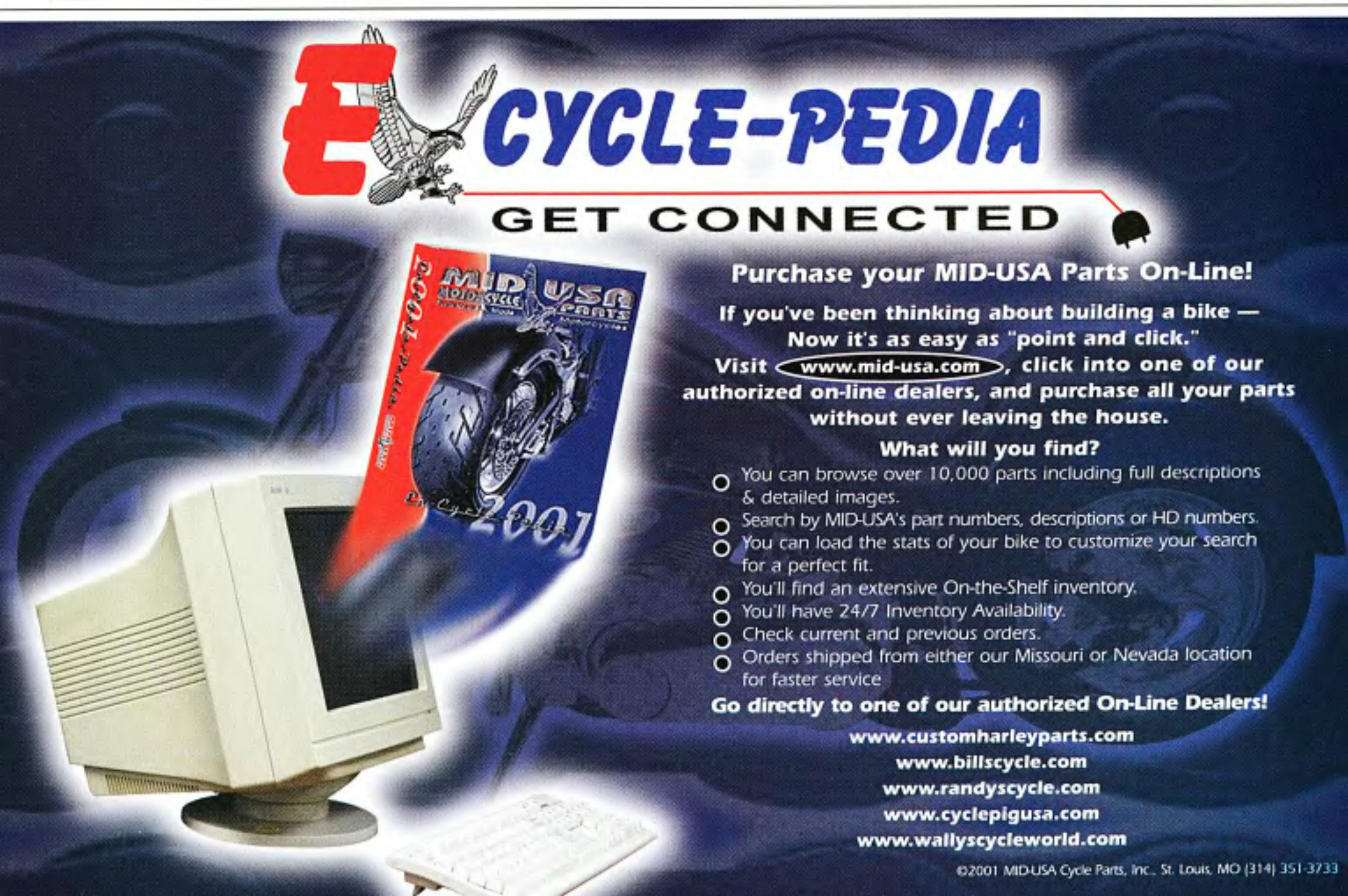
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INDIAN'S CENTENNIAL CELEBRATION

Big Birthday Pow Wow

Ever since the legal battles ended back in the '90s, Rey Sotelo and his "tribe" have been pouring their hearts into bringing back the renowned marque that at one time stood beside Harley-Davidson as the best of the best when it came to American motorcycling. Proof of this was visible at racetracks around the country—whether it was dirt track, scrambles, or hill climbs, these two brands fought it out neck and neck for supremacy.

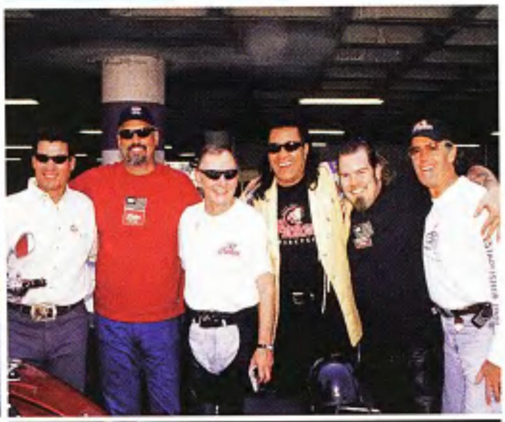
Sadly, as we all know, the original Indian factory closed its doors back in '53. Most of the original factory, which was known as the "wigwam", due to its triangular design that spanned several city blocks, still exists, although the top was torn down back in the '80s. Springfield, Massachusetts, is still quite proud that Indian Motocycle (original spelling), the first American motorcycle manufacturer, was born there, one of 500 firsts to which the city can lay claim. Ray Jensen, head honcho of Indian of Springfield, took us to visit the Indian museum on Hendee Street (named for George Hendee, Indian's founder) located a few blocks from the original factory to get a taste of the pride that is still alive-and-well thanks to the efforts of Esther Manthos. Esther presides over the wide and varied collection of Indian bikes and memorabilia at the museum, including bike toys, clothing and even the first snowmobile, which was built by Indian back in '37. During the tour we were given, Esther pointed out that every machine in the museum runs and is started from time to time, even the pair of outboard boat motors bearing the Indian brand.

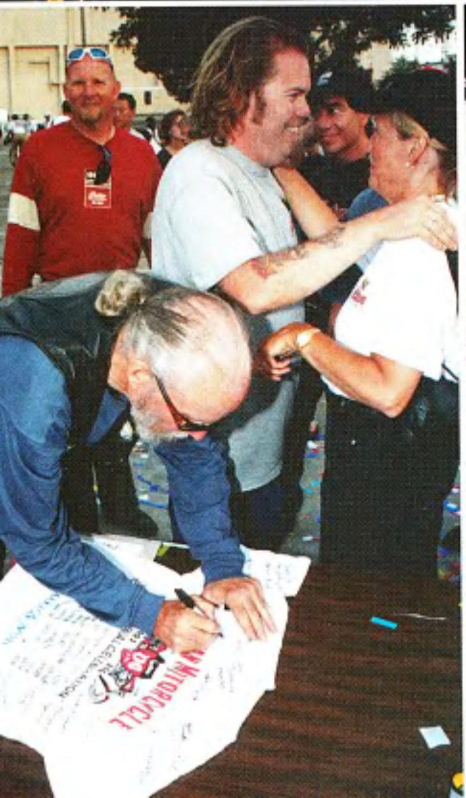
To commemorate the Big 100, Rey and Indian's new CEO Frank O' Connell, along with his wife, Barbara, planned a ride that would take a group of "brave" riders across the country, stopping at many of the Indian dealers en route to the town of Gilroy, California, where Indian now makes its home. With Barbara leading the tribe on her Scout, the trip would take them on a zigzag route covering approximately 5,000 miles to Indian's new production facility.

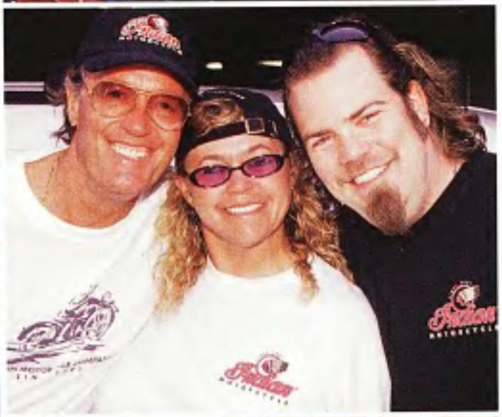
The warriors began assembling in Springfield on Friday for a warm-up ride through the green mountains of Vermont to a picnic lunch at the O'Connell home where the group began swapping stories and background info. A Friday-night dinner party followed the ride, hosted by Indian Motorcycles of Springfield, where the "core" group of cross-country riders got a chance to mingle further and dine on New England lobster before hitting the trail the following morning. Live jazz filled the room and after dinner Robert "Tree" Cody played traditional Indian flute music with the help of Rey Sotelo's son.

Saturday morning found the group assembling in the parking lot of the new Springfield Indian dealership. Breakfast was served and last minute details were sorted out, you know, little things like which highway should be taken to get the bikes and a 40-foot support rig out of the state to avoid the threatening storm that was predicted.

At each of the dealerships new riders joined the core group either for a few miles or the rest of the journey. Luckily, Mother Nature smiled on the new Indian "nation" and rain was barely a factor. Once we rejoined the tribe in Mesa, Arizona, for the last leg, it was the heat in the desert that became a larger menace than the damp weather in the East and Midwest. One of the Indian staff, "Durable" Dawn Monighetti, who runs one of the production lines back at the Gilroy factory, succumbed to the 119-degree heat at Hoover Dam. But Dawn refused to have her bike trailered and after bringing her body temperature back to near normal, she mounted her Chief and never missed a mile of the cross-country odyssey.







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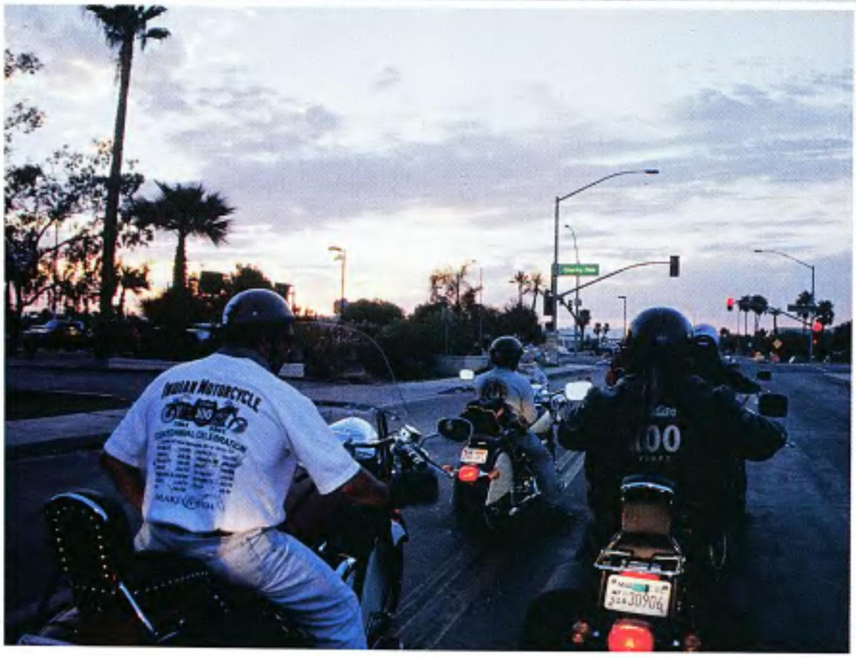

Photos: Ken Ross

The final day of the trek, July 4th, the town of Gilroy was invaded by what seemed like every single one of the new Indians ever built. The procession of bikes into town seemed to go on for miles. It was quite a celebration with Indian dominating the day, even more so than the traditional fireworks. Live music was abundant with Branscombe Richmond's Renegade Posse Band headlining the gig. The band was joined by another new member of the Indian tribe, guitarist Kenny Olson. He is usually stranglin' the strings with Kid Rock's band but dropped by for the party to play some rippin' lead riffs with Branscombe's band when he wasn't cruisin' his new Chief.

There's lots going on at the new Indian factory in the way of R&D thanks to a large infusion of cash, so be on the lookout, 'cause there's good things on the horizon for the re-energized Indian. —*Van Dyke*

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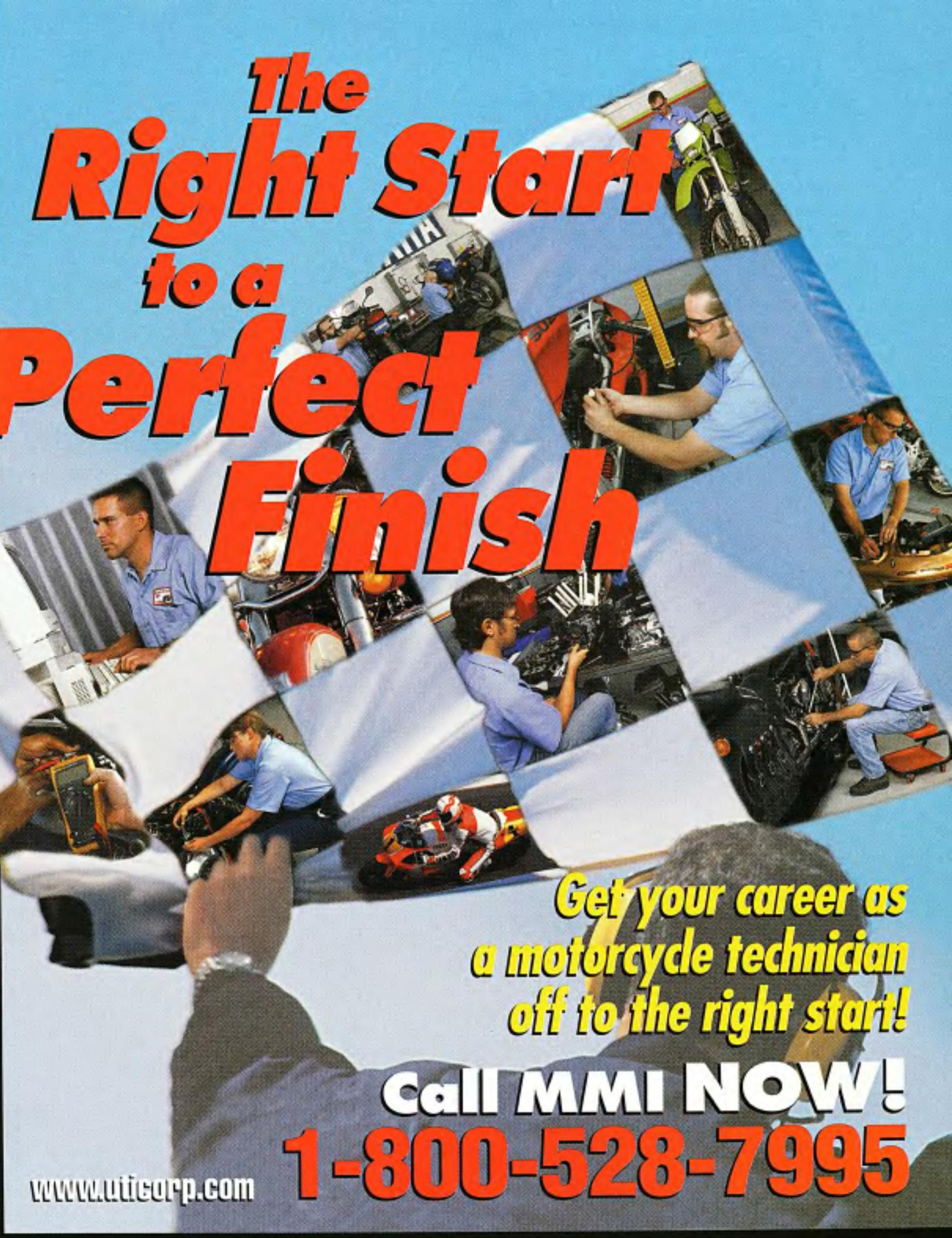

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Few things in motorcycling are more rewarding than riding in a toy run. Participating through the simple act of buying a toy for an unknown, needy kid who might otherwise be shut out at Christmastime, gives a rush like no other. Of course biker toy runs are popular in all parts of the country, from the largest, in cities like New York, Baltimore, Boston, Philadelphia, Chicago, Ft. Lauderdale/Miami, and Los Angeles, to smaller, but no less significant or needful towns. Poverty seems to be everywhere these days. Toy runs allow us to put on a good face for citizens, ultimately supplying local TV news broadcasts with feel-good programming, inevitably showing burly bros, rumbling in, with stuffed animals strapped to handlebars for impoverished rugrats. There's nothin' wrong with a little positive publicity for bikers, and everywhere you look, bikers are doing good for good causes.

Out here in California, a popular holiday benefit during the annual month-long toy run season, is the San Luis Obispo County Toy Run. San Luis Obispo sits between San Francisco and L.A., far enough from both to be country, and known locally as the Gold Coast.

Last year (2000) marked the 20th anniversary of the event, held the first Sunday every December, meeting and leaving at 10:30 a.m. from Avila Beach in Port San Luis, near Pismo Beach. Over the years there've been a host of destinations—all rural—like Santa Margarita, or tiny Pozo, a onetime Pony Express stop. Nomad no more, the SLO Co. Toy Run now has a home at the Loading Chute Restaurant in rustic and remote Creston, Calif. For many riders, attending from all areas of Northern and Southern California, the lure of this run is the pastoral beauty the route takes from the Pacific Ocean at Port San Luis and Hwy. 101 to groves of oak trees cropping up from the ranchland rolling by as riders negotiate the winding blacktop of Hwy. 41 to Rural Route 229. Another bonus: it only costs a buck with a new unwrapped toy. One single dollar entitles you to an awesome afternoon, complete with down-home barbecue lunch and live music. Another buck will get you into raffles and 50/50 drawings. Classy trophies also are awarded for the most decorated bike for the holiday season, and the best-dressed man and lady.

Overall, it was a blast. Knowing that more than 2,000 local kids benefit from the kindness of the collective biker heart is the topper.

Like any event of its size and stature, the SLO Co. Toy Run comes together through the efforts of a devoted run committee. Heading up this group of motorcycle enthusiasts are Terri and Bernard Duque, with a host of dedicated volunteers too long to list. These compadres toil yearlong, pursuing donations from local businesses for everything from excellent food to quality raffle prizes, raising their level of commitment to a fever pitch that final month.

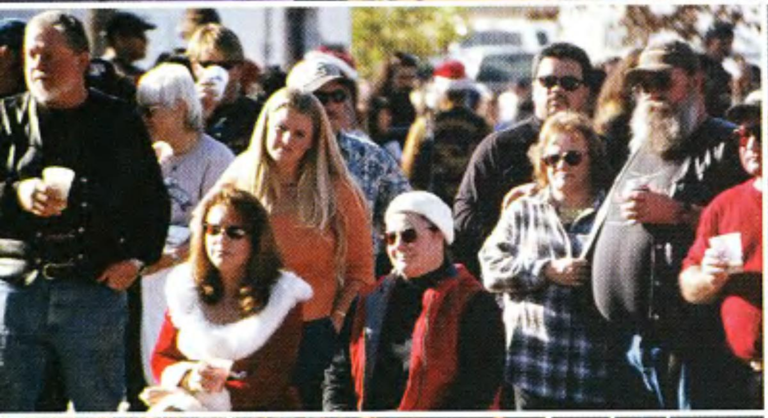
This year, Dec. 2, the scent of barbecued beef will be wafting through the air compliments of Trail Camp Kitchen, which will be donating their time and food to the cause. Rockin' blues music will burst out of a big, old country barn, provided *gratis* by area band, High Tide.

For additional information on this year's SLO County Toy Run call 805-489-7001. Tell 'em ya saw it here.

—Loudmouth

Cali Bros Do It For The Kids

Photos: Kim Peterson



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Once again, a mad man from the mid-east appears out of the desert to drag our country into camel shit! This deranged Q-Tip thinks of our United States as a haven of evil governed by the son of the devil, and figures dying a martyr's death will bring him and his followers "closer to god." Well, we've got news for ya, you skinny-assed geek, you have awakened the sleeping giant and it's time to prepare for a proper stompin'!

This time it's personal. For the first time in American history, our shores have been invaded, our airplanes have been hijacked, our buildings destroyed and thousands of innocent civilian men, women, and children have been killed. Why not show the world how you feel with the world's most politically-incorrect T-shirt! (Hey, this ain't *Ladies Home Journal*!) The American biker is the last holdout of the frontier spirit in this great land, and we're not afraid to tell it like it is.

Who knows, maybe we can drag ol' Assuma Blown Noggin back over here, strip him naked, and drop him in a bullet-proof store window in the middle of Manhattan for crowds of Americans to jeer at for the rest of his life (Sorry, dude, killin's too good for ya.). This smarmy idiot has killed thousands of our people, caused our gas prices to soar, our stocks to plummet, and quite possibly is plunging our country into a full-scale depression in more ways than one. While the country mourns its losses and licks its wounds, let's wear a shirt that says we ain't gonna lay down and take it in the wazoo!

Here's what others are saying:

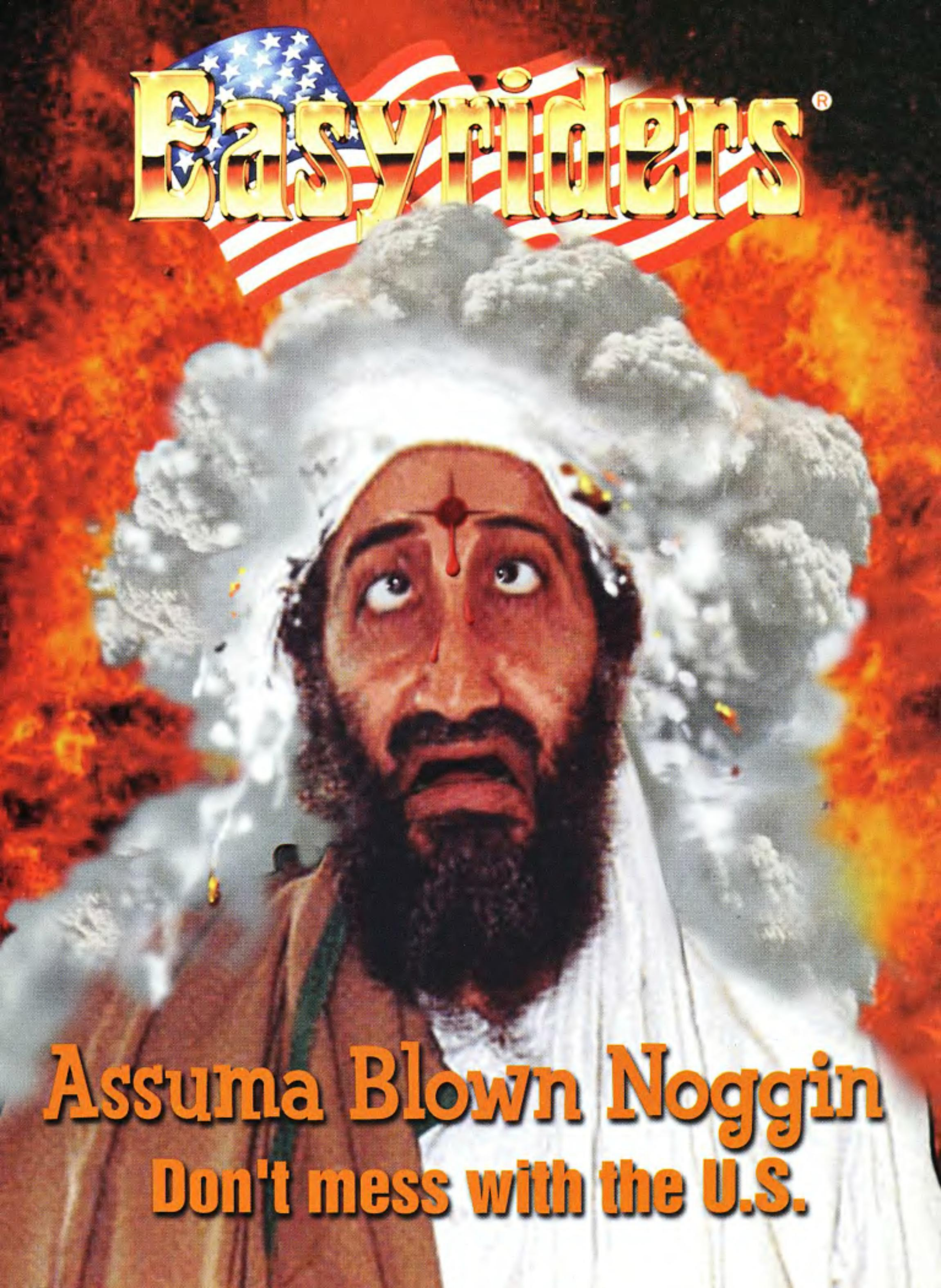
"...WANTED: Dead or Alive..."
-President George W. Bush

"Anyone who fights America's aggression has engaged in a holy war in the cause of Allah, and anyone who is killed on that path is a martyr."
-Iranian religious leader Ayatullah Ali Khamenai

"I'd pay to see this guy naked in a storefront window."
-Carl the janitor

"We have awakened a sleeping giant and have instilled in him a terrible resolve."
-Admiral Yamamoto, after he was overruled by the Emperor of Japan, on the bombing of Pearl Harbor

"Don't piss down my back and tell me it's rainin'."
-The Outlaw Josey Wales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Crowd Pleaser

We expect those who have gained wisdom and maturity by surviving the flathead, knucklehead, panhead, and shovelhead era to keep bringing the old "kickers" back to life. For us ol' timers it's a passion that shall never end. However, it is indeed a young lad who engineered this masterful piece. Rob was still mouthing Mama's breast during the formidable days of the shovelhead. Fact is, he has not yet celebrated 30 years on the planet. Still, this youthful Harley rider has excelled and exceeded in experience for his age and managed to produce these well-conceived chopper plans.

Engulfed in the mainstream Harley-Davidson world since '93, Rob Politan has become addicted to absorbing into his bloodstream extended amounts of Harley data. As head sales guy, retriever man and janitor, he is one of those in charge at the infamous L.A. Cycles & Accessories. Rob has sold over 4,000 Harleys during the last nine years. Yeah, you read that right—*four thousand* Harleys! (By the way, L.A. Cycles is not a Harley dealer.) When that sales-figure ingredient is tossed into the formula, you can just imagine the hustle and bustle Rob is into. Typically, Rob may make a sale of, let's say, 20 H-Ds; he then loads the truck, drives it to its destination (anywhere in the U.S.) then unloads the truck, collects the check and returns to Indiana for another load that week.

Moving Harleys has created strong relationships with most of the major builders, along with prime access to strong contacts nationwide. This influence led to the "Crowd Pleaser." Rob outlines the project as: "I wanted a chopper unavailable to the average rider, a fine mix of the old and new...not a RUB bike. That's why I chose a 4-speed kickstarter and a T.A. rebuild shovelhead motor."

Rob found an '80 shovelhead on the road for 5 grand, brought her home, gently stripped the motor and tranny, then sold the rest to buy a Ron Paugh frame. Paugh also kept Rob from getting too insane with the wrong tubes and stretch.

With the rolling chassis up and ready, Rob enlisted T.A. to massage the motor

and tranny into a serious one-of-a-kind rebuild. Surrounding yourself with caring dedication when it comes to this type of project can not only save you a ton of dollars but certainly bring results beyond your dreams. The choice of builder/assembler Kurt, with J.R. Williams doing the frame and molding, and the team of

Bud Henley/Paul Perking for paint and graphics, all assured Rob of master builder status on this project.

Outstanding lines evolved from the strategically placed flames and graphics enveloping the incredible streamline molding, bringing the seat tight into the Paugho frame and stretched tank. A Jesse James' rear fender tightened up the ass end of this baby (just as tight as our delectable model Linda's ass). And speaking of Linda's fine, outstanding ass, what a babe you all chose as this month's Fox Hunt honey.

Rob did his homework by studying various magazines, spent eight months diligently researching and understanding a ground-up build prior to purchasing the expensive parts. Guess what? And this is important to anyone considering the winter build...there were no parts left over, everything hooked up. Way to go, Rob! —*Michael Farabaugh*

Owner: ....Rob Politan
City: ....Indianapolis, Indiana

General

Fabrication:..........L.A. Cycles/ Kurt Kinsler
Year and make: ....2001 chopper
Model: ....hardtail
Assembly: ....Kurt Kinsler
Time:..........8 months
Chroming: ....Brown's

Engine

Year:..........1980
Model: ....shovelhead
Rebuilder: ..T.A. (full name withheld until he's off *America's Most Wanted*)
Ignition: ....Dyna
Displacement:.........80 cubic inches
Lower end: ....Harley-Davidson
Balancing: ..........T.A.
Pistons: ....Weisco
Cases: ....Harley-Davidson
Cam: ....Andrews B grind
Lifters: ....JIMS solids
Carb: ....S&S
Air cleaner: ....S&S
Pipes: ....White Bros.
Mufflers: ....huh?

Transmission

Year:..........1980
Modifications: ....Harley 4-speed
Engine sprocket:..........factory
Trans sprocket: 22-tooth
Wheel sprocket: 51-tooth

Painting

Molding: ..........J.R. Williams
Painter: ....Bud Henley
Color: ....tangelo orange
Type: ....House of Kolor
Special paint: ......candy red flames

Frame

Year:..........2001
Builder: ....Paughco
Type: ....rigid
Rake: ....43 degrees
Stretch:..........4 inches
Shocks:..........Zippo
Other alterations: ......molded neck

Accessories

Bars:..........Flanders
Risers: ....Harley-Davidson
Handlebar controls: ....Ness
Fenders: ....Jesse James
Headlight: ....Custom Chrome
Taillight: ....Custom Chrome
Speedo:..........no way!
Dash: ....what?
Pegs: ....American Thunder
Electrics:..........Jeff Miller
Foot controls:....American Thunder
Gas Tank:..........Independent
Oil system: ....factory
Primary cover:..........BDL
Seat:..........Keeker Aircraft Design
Mirrors:..........Ness
Grips: ....Ness

Front end

Type:..........Wide Glide
Extension:..........16 inches over
Builder: ....Forking by Frank
Special features: ....Paughco triple trees

Wheels

Front

Size:..........21-inch
Rim width: ....3 inches
Tire: ....Metzeler
Brakes: ....Harley-Davidson

Rear

Size:..........17-inch
Rim width:..........5.5 inches
Tire: ....Metzeler
Brake: ....Harley-Davidson
Photos: ....Michael Farabaugh

How To Be A Good Christmas Guest

With Christmas bearing down on us like a tidal wave, many of you out there are no doubt making travel plans for the festive season. At no other time of the year do we travel as much and impose ourselves so heavily on unsuspecting family and friends. People you barely talk to for the rest of the year become our temporary keepers, cooks and maids. It's the one time we can show up, suitcases in hand, rugrats in tow, and be welcomed as if we are actually wanted. Christmas is excellent if you're looking to do some serious sponging.

There is no feeling as special as that of spending time with the ones you love. However, this is Christmas and your favorite titty bar will probably be closed, so you'll most likely end up with some relatives. Chestnuts will be roasted on an open fire, copious amounts of hard liquor will be consumed and if you're like many families, there may be the occasional fistfight. These are the memories that Christmas is made of. These are also memories you can't make alone. These are memories that can only be created in someone else's house where you don't have to clean up the mess.

Along with the benefits of being a houseguest come certain responsibilities. You can't just show up sporting your regular attitude and questionable hygiene practices. You have to strive to be the best guest you can be. After all, anybody willing to take you in is a pretty special person and deserves a little respect. Especially if you're the type of "guest" who has ever been kicked out of the drunk tank for being too foul.

As a service to the Yuletide traveler, and because I have a compulsive urge to make lists, I've assembled a bunch of do's and don'ts you might want to use as a reference when you're out there being a burden on people who are too kind to send you packing. And if you're wondering whether you should even bother traveling this year, always remember, the best guest is often the one who never shows up.

—Greg White

Do: Gladly accept whatever sleeping arrangements are available.

Don't: Demand the master bedroom and the lady of the house to keep you warm at night.

Do: Drink in moderation so as not to make a fool of yourself.

Don't: Suck down all the booze in the house, light the tree on fire and toss your cookies in the stockings, which are, of course, hung by the chimney with care.

Do: Come bearing gifts.

Don't: Come empty-handed and leave with the good silver, the DVD player and a pocket full of the lady's unmentionables.

Do: Make arrangements to leave your pets safely at home in a good kennel.

Don't: Show up at the door with your incontinent, nut-licking, hairball-hacking cat, and get upset when your host doesn't want to seat the beast at the dinner table.

Do: Show your gratitude for any gifts you might receive on Christmas morning.

Don't: Yell "What's This Shit!" every time you rip open a package.

Do: Go along with the whole idea of Santa Claus for the benefit of any children present.

Don't: Tell those same children that Santa can't make it this year because none of the reindeer survived last hunting season.

Do: Offer your assistance any time it might be needed.

Don't: Offer your assistance only when your host needs someone to make a beer run.

Do: Wash the dirty dishes after dinner as a thank you for a great meal.

Don't: Wash your dirty underwear in the kitchen sink before dinner, along with the carrots and sweet potatoes.

Do: Expect to clean up after yourself, especially in the bathroom.

Don't: Expect others to clean up after you, especially when you plug the shower drain with toenail clippings and ear wax.

Do: Be sure not to overstay your welcome.

Don't: Refuse to leave until the cops finally have to drag you out kicking and screaming.

...and most important of all:

Do: Have a great Christmas, from all the folks at *Easyriders*.

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2. One grand prize winner will be selected on 12/20/01 to receive a custom motorcycle with an estimated retail value of $29,000.00. The motorcycle pictured may not be the specific one awarded, and is non-transferable, and not redeemable for cash. **The odds of winning depend on the total number of eligible entries received, and are not improved by the subscription purchase.**

3. Sweepstakes is open to U.S. residents, age 18 or over, who possess a valid drivers license, except employees of Easyriders, Inc. or J&P Cycles, their affiliated companies and advertising and promotion agencies. **Sweepstakes is void wherever prohibited or restricted by law.**

All federal, state and local taxes, registration fees, and delivery of the motorcycle prize are the sole responsibility of the winner.

4. The winner will be selected by random drawing from all entries received before 12/1/01 by Wood Business Solutions International, whose decision will be final. Winner will be notified by phone and mail, and must acknowledge notification within 30 days or prize will be forfeited, and an alternate winner selected.

5. Winner may be required to execute an affidavit of eligibility, release and indemnification. Winner releases *Easyriders* and J&P Cycles from any responsibility or liability in connection with the use of the prize. Easyriders and J&P Cycles do not make or are responsible for any warranty or guarantee with regard to the prize including, but not limited to, the fitness of the prize for a particular purpose.

6. For the name of the prize winner, send a separate, stamped, self-addressed envelope to 2001 Christmas Sweeps, c/o Easyriders, Inc., P.O. Box 1050, Agoura Hills, CA 91376-1050. To be removed or excluded from mailing lists, send your request to the Easyriders address above.

NO PURCHASE NECESSARY TO WIN.

THE GREAT RACE

The doors at the Indian Motorcycle Company had been closed 15 years already when I bought my first Indian, yet straight away that ex-army World War II machine had me biting into the Harley-Davidson vs. Indian argument.

I was an Indian man, and Harleys were...well, virtually nonexistent where I grew up, except for those pre-Great Depression days models I'd sometimes see old guys in overalls putter by on now and then.I rode every day and saw few Harleys on the roads, so there was no one to argue with about which was the better machine. It was surely an Indian, then I saw the movie *Easy Rider* in 1969. Scalp me, blood brothers! After that, I sort of "appreciated" Harley-Davidson, too.

This kinda explains how I came to have a leg in both camps ever since (running 741B Indians, an XR-1000 H-D, and a pan/shovel rigid fitted with a military Chief sidecar), and that's also why I jumped at the opportunity to attend the Great Race in Victoria, Australia, last March.

The only hard part was deciding which bike to ride the 350 miles there upon, but time was a factor and the XR was my only ride with working lights and a swingarm, so it got the job.

Had a cool ride to Melbourne that Friday, consuming $50 worth of fuel before propping my sidestand for the night. Next day, I got to Harley City in time to tag along with a dozen race contestants heading over to Peter Arundel's place to enjoy his fine hospitality and collection of Indians.

Peter's bikes were parked on display all through his house. More than 20 bikes filled half his office and as many again were lined up downstairs. Two steps through the front doorway there was a low 4-cylinder Indian looking good in the hall, and further on a red board-track racer waited silently at the bottom of some stairs. What model had he featured in the upstairs master bedroom, then, I'd wondered? Nah, instead I investigated the shed where Peter had three work stands, with a bike coming together on each.

Pete's daytime business is construction, and this is his hobby.

Straight arrow, he is 100% an Indian man, his bikes are the best collection of Injuns I've ever seen. I met several of the riders here for the Great Race, among them Buddha, a laid back tattooist from Pennsylvania who'd shipped his Chief over especially for this event. Purists may have been taken aback by Buddha's bubbles and sign-written paint job or us swapping smoke signals via the odd peace pipe, but that is how it can be when different tribes get together with tidings from afar.

Also from the U.S., was Max Bubeck (not Brubeck—he plays the clarinet). This legendary American Indian racer, hitting 84 on the years to life speedometer, is still riding Indians all over the place.

On this occasion Peter was loaning Max a hotted '42 Scout. I also met "Corky" Coker upstairs over a brace of Indian Fours. Corky can source modern remakes of old vintage and veteran tires with sizes and patterns befitting older machines. He was riding the Great Race, too.

Later, most of us rode back to Harley City and the judging of the Concourse. Through Harley City's doors waited the next time warp. While we'd been at the Arundels', David Reidie had emptied his shop of new bikes and substituted in their place old ones. Some of those old bikes were new or renewed, while others definitely looked used, their paintwork and plating bespoke patina of past generations, owners, and years.

Bikes like Mark Gascoinge's 1926 Indian, so "just finished that morning" that Mark had not yet started it. And there was also Lindsay Urquhart's Tomahawk-engined Apache; the Chief he's converted to overhead valve operation. Beautiful and handsome, strong and silent American bikes were always kept ready to ride by owners prepared to die before ever relinquishing control of such things.

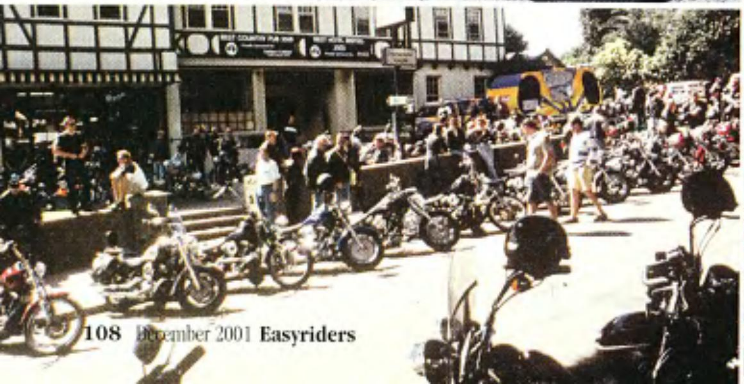
Next door, the Highway 31 Cafe was packed full of bike people knocking back good coffee and one or two beers amid more classic bikes propped on the floor or nailed to the walls. Tables out on the sidewalk and the walk itself were equally packed with like folk enjoying the action of so many pre-60s V-twins. That fun ran well on into the night, then the next morning we all reassembled at the Elwood Beach car park in preparation for the Great Race.

What a day! It wasn't raining as forecast and better still, there were even more neat pre-1957 Harleys (last year of the rigid

I'm just a biker,
A bit of a fan;
A toker,
An Indian-ridin' man.

21

3



frame) and Indians from 1953 and back.

There were 42 bikes representing each factory, and after a few free sausages and a briefing, racers were to be let go in pairs, one Indian and one Harley-Davidson setting off together, with a full minute before the next pair got to throttle away from the starter's stopwatch. Unofficially, there were hundreds more, too, mostly modern Harleys, also chasing along.

Which way? Race sponsor and *Heavy Duty* editor Chris Beattie knew, so together, we cut a mile to Arthur's Seat to stake out a few corners with our cameras. Soon enough, riders came scraping footboards and hand-shifting down gears toward us, throttles feathered until the apex, then thundering on beyond. Flatheads versus Fours, J-models, a V Indian, all making noises like they won't let new motorcycles sound anymore.

Along the way, contestants had to stop at special checkpoints to have their time recorded. Riders also had to answer a bike-related question at each stop, the answers to which were laid out as clues along the route (so long as they found it). Going through Sorrento, Chris showed me where to check on ferry times (for I needed to ride back to South Australia that same night), then we rode on to the Portsea Hotel.

When we got there, it looked like a remake of "Custer's Last Stand." Pale faces everywhere in black leathers, blue jeans and boots, their rides propped tightly either side of the street. Finishing the race here, the last of the contestants rode through a final checkpoint and into the pub's car park before partaking of lunch. Everyone was beaming bikes and good vibes, then announcements were made and prizes given out.

Too bad I couldn't have stayed on and made more of those times, but instead there was a ferry to catch and another 350 miles ahead before I'd get home. I had to jump the queue to insure buying a ticket on the 2 p.m. ferry. On board, I enjoyed the company of trikers Cookie and Kathy and other riders as we crossed, then rode with them until Geelong where I had to turn left. Riding alone after that, I got to thinking about who'd won this year's Great Race. The answer came after a few further miles of thought—there were no losers here, for everyone who'd been involved had won at this event. Officially, though, I later heard the H-D team tallied the majority of points this year around. As for which is the better machine, Harley or Indian, it still boils down to the same thing. You choose, and keep riding, that's the main thing.

—Loose Bruce

Photos: Bruce Linnell

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IT'S THE AMAZING VICTOR

Most of us don't think twice about mounting our two-wheeled beasts and heading out into the sunset. But, there is a small group of men and one woman in Southern California that ride their motorcycles in ways that sometimes defy the laws of gravity. Watching this group perform makes you wonder if any of them know what the seat and handlebars on their motorcycles are used for. The team I'm referring to is the famous Victor McLaglen Motor Corp, in existence for 65 years and still going strong.

The group has come a long way since its inception in 1935. With the help of Victor McLaglen, a well-known movie actor during that era, the group started performing, mostly in parades. In 1936, the team competed against the Mexico City Police Motorcycle Stunt and Drill Team and won the World Championship Trophy, which they still have today.

MCLAGLEN MOTOR CORPS

Over the years, the names and faces of its members have changed, but the precision drills along with old and new stunts continue to populate their shows. The team has perfected the skill of riding in small spaces and can now do a whole show in as small an area as 50 feet x 50 feet, though they prefer something just a tad larger. When you consider four and sometimes six full-sized Harleys, 600 pounds each, riding closely together with the rider's left hand on the next rider's right shoulder, and several team members perched precariously above while the motorcycles move 10 to 12 mph in a tight circle, the ability to balance all that weight boggles the mind.

The present leader of the group, Harry Fisher, sometimes affectionately called the Colonel, has been with the Motor Corps since 1962 and took over the reins several years later when he was 33 years old. He admits that getting riders to join is sometimes rather difficult, not because they have to be highly experienced, but because of the many hours required for practices and shows. This past year, the team performed at five cities for the International Motorcycle Shows held all over the country, for a total of 45 performances. On the weekends of these shows, the team usually left early Friday morning, flew to their destination, suited up, and did two performances that evening. This was followed by four shows on Saturday, three shows on Sunday, a late flight home, and back to work on Monday. Several appearances were back-to-back weekends leaving no free time for team members to catch their breath.

But, if you ask any member of the group, you will hear the same thing over and over again. They love what they're doing. The camaraderie within the group is very apparent, especially at shows. Though the members come from all walks of life with varying degrees of experience on motorcycles, they work closely together, protecting each other during stunts, and gently, but firmly, instructing new members. One of the unique aspects of this team is their friendliness and interaction with the audience. Before and after shows, you will see team members chatting with people who are either interested in the old motorcycles or want to know more about the group. Kids are often seen perched on the bikes, posed as if in the middle of a stunt, with proud parents snapping pictures. With the age of the Internet well into its prime, fans now converse back and forth with their favorite performers, and a response is guaranteed.

The group has always had a military flavor to it, but the new uniforms of royal blue and black set a more relaxed tone these days, and the audiences familiar with them love the new look. Unlike some of the other motorcycle groups around the country that perform, the VMMC has always promoted the use of

helmets and the tall riding boots seen so often on Highway Patrol Officers. They swear these two articles have saved them numerous times when a drill or stunt has gone haywire.

The team is known for their tight drills, and although technology has introduced helmet intercoms, the members still use whistles and hand signals to denote the different drill formations, making what they accomplish even more amazing. While the majority of riders do drill maneuvers, there is a small subset of riders that carry flags, cruising back and forth, and weaving in and out of the drill riders, adding color and excitement. In shows, the stunts come after the drills are completed, and this is what the fans are there for. If there is an empty spot on a motorcycle, someone will be standing, sitting, or hanging off of it, or there will be one or two members sitting or standing on the motorman who drives the bike for that stunt. Often, in spite of all the weight being carried, you will see the motorman riding with only one hand on the handlebar.

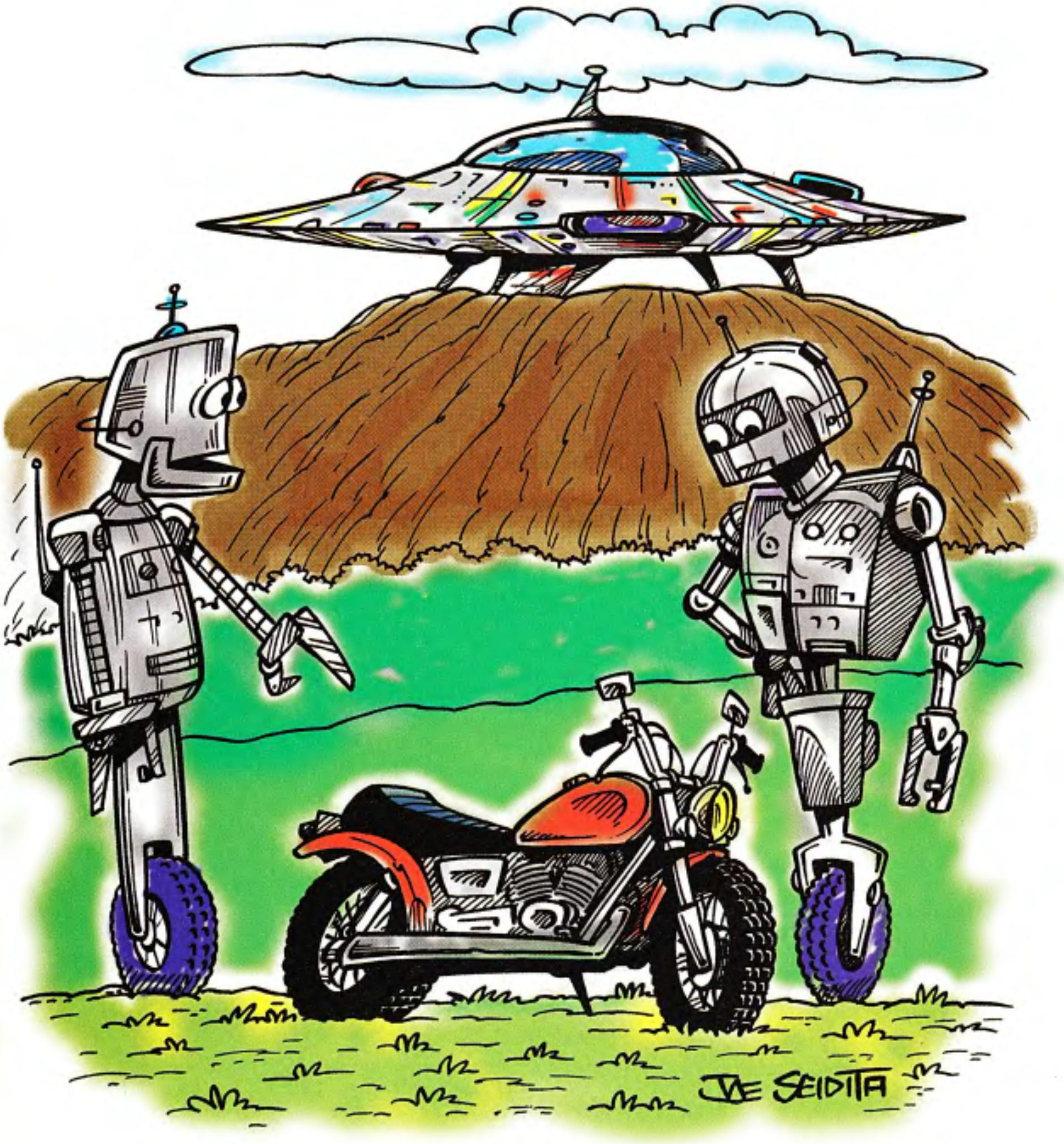
Age and gender have no bearing on who does what. Agility, weight, strength, and a willingness to try the impossible seem to be the determining factors. The oldest member, a young 70 years of age, still performs the "P-38" stunt which requires him to hang off the side of the bike with only a leg holding him away from a fall. The woman on the team, the first female member in 65 years, pushes a fellow member up into a handstand during the "Two-Motor Chariot", and has a rider standing on her shoulders in the "High Pyramid". The youngest member, age 15, rides a Whizzer and performs several stunts during each show. He hopes to become a full-fledged member in the future and ride the drills like his dad.

There are several different positions a member can ride in as part of the team. As a rider learns different stunts, it is quickly decided whether he will be able to climb, hang off a bike, or drive the bike, but many of the members do a little bit of everything. A few riders are known for stunts that make you think a skyhook is being used to keep the bike up and the rubber down. The final stunt done in each show is their famous "High Pyramid", performed with four motormen and a host of riders standing on each other as the group slowly circles. Recently, the entire group stopped dead in their tracks while in this formation. Never putting their feet down or breaking down the stunt in any way, and with the engines still roaring, the team waited for the audience to count to 10 before the motorcycles started rolling again. They have been known to try the seemingly impossible. One stunt fitting this category was filmed back in 1980 by the *Believe It Or Not* TV show and involved 22 riders climbing on one motorcycle driven by the Colonel while it moved around the arena.

Photos courtesy of the Victor McLaglen Motor Corps.

Unfortunately, there is not enough space here to tell you about each of the riders currently on the team, but a phone call or an e-mail to the team's Web site (www.thevmmc.com) will give you access to any team member or event information you may be seeking. The Motor Corps is currently looking for new members and has openings for drivers, climbers, and safety persons. If you have just about every weekend free, own a big Harley that you don't mind painting black and white, live close enough to get to practice in La Palma, California, and want to learn how to ride better, send them an e-mail at: vmmc@mediaone.net and find out more. You don't have to be an expert rider, but a touch on the wild and crazy side along with a willingness to learn the impossible are key elements for joining one of the most interesting long-term motorcycle teams in existence.

—*Maria Willers*



"I captured this Earthling. You should have seen the ugly monster on its back!"

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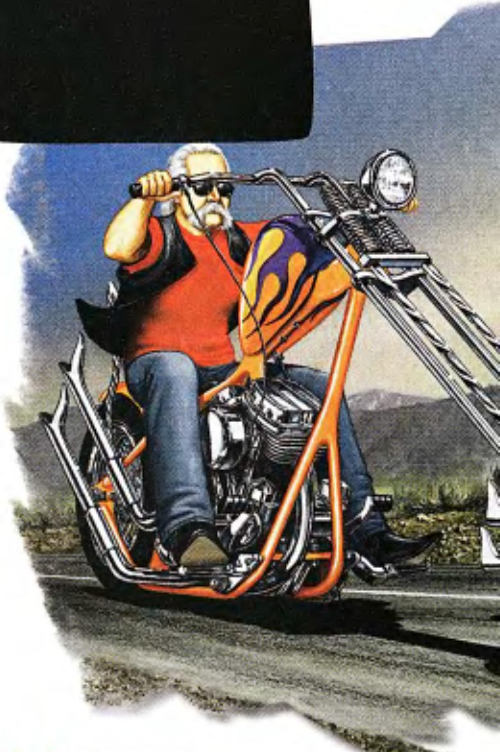

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	XXX	~~$22.95~~ *NOW $11.50*

B. David Mann 30th Anniversary Long Sleeve Mens T-Shirt

A long sleeve shirt for those who prefer them, also sports the 30th David Mann anniversary silk screen design. Available in black.

8706 Sizes MD, LG, XL, XX ~~$29.95~~ *NOW $15.00*

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Gifts for Her

E.

F.

G.

G.

H.

H.

Patch size is about 4" across.

I.

C. 30th Anniversary Pin
Chrome with black enamel look.
310170 ~~$4.95~~ *NOW $2.50*

D. Ladies 30th Anniversary Tank Top
This sweet little tank top is made of 7 oz. ribbed 100% cotton and features an embroidered anniversary logo.
8416 Sizes SM, MD, LG, ~~$19.95~~ *NOW $11.50*

E. 30th Anniversary Short Sleeve Mens Henley Shirt
Made of 100% cotton. Also features an embroidered anniversary logo.
7315 Sizes MD, LG, XL, XX ~~$24.95~~ *NOW $11.50*

F. 30th Anniversary Long Sleeve Mens Henley Shirt
Made of 100% cotton. Sizes
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G. 30th Anniversary Hat
This commemorative hat is made of cotton, has an adjustable back and features an embroidered anniversary logo.
300405 ~~$19.95~~ *NOW $10.00*

H. 30th Anniversary Patch
This fully embroidered patch measures approximately. 4" x 6".
180184 ~~$12.95~~ *NOW $6.50*

I. David Mann 30th Anniversary Short Sleeve Mens Tank Top
Made of 100% cotton. Also features an embroidered anniversary logo.
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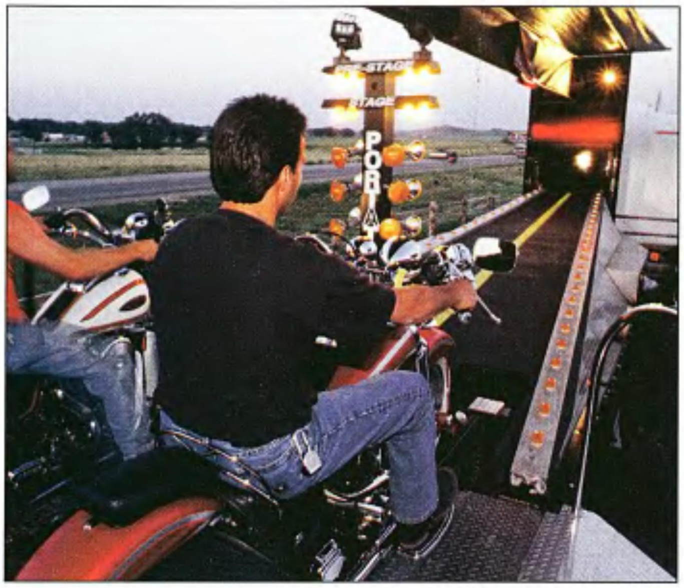
XX, ~~$19.95~~ *NOW $10.00*



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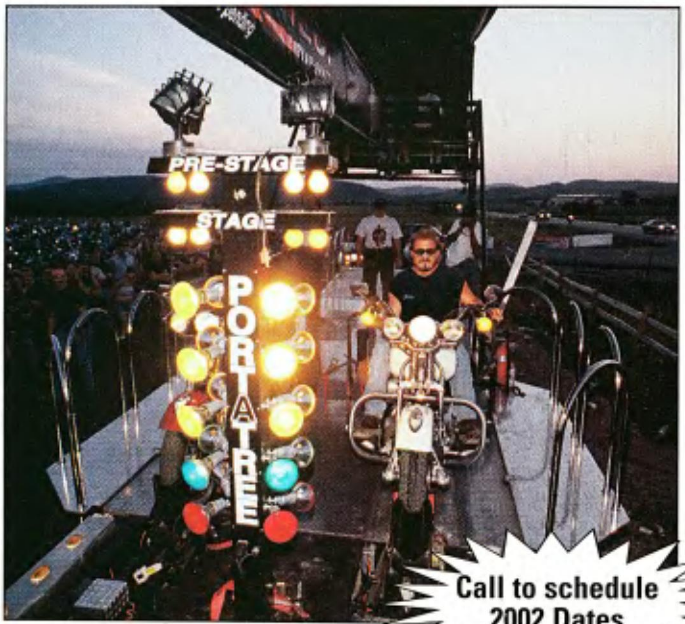

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5/11-5/12	Easyriders of Kansas, Overland Park, KS
5/14-5/20	Myrtle Beach, SC Broadway at the Beach
5/24-5/26	Rocket Roundup - Myrtle Beach Convention Center, Myrtle Bch, SC
6/1-6/3	Easyriders of North Carolina Mecklenburg, NC
6/8-6/9	Buds Harley-Davidson - Evansville, IN
6/10-6/17	Laconia, NH Bike Week "Fun Spot"
6/22-6/24	American Thunder Stockman Hotel & Casino in Elko, NV
6/29-7/1	Campbells Harley-Davidson - Marion, IL
7/6-7/8	Easyriders of Baltimore, MD
7/13-7/14	Dream Ride MC Show - Pecatonica, IL
7/20-7/22	9th Annual Little Sturgis - Sturgis, KY
7/26-7/28	Valkyrie Riders Rally - Zanesville, OH
8/3-8/5 & 8/8	Full Throttle Saloon - Sturgis, SD
8/6-8/7 & 8/9-8/12	Harley-Davidson Inc. - Rapid City, SD
8/17-8/19	Open
8/24-8/25 & 8/26	Guttridge Harley-Davidson - Danville, IL
8/30-9/3	Easyriders Rodeo - Chillicothe, OH
9/7-9/9	Lighthouse H-D - Huntington Station, NY
9/14-9/16	Bain Bridge Bike Fest - Bain Bridge, GA
9/21-9/23	Easyriders of Waterbury, CT
9/28-9/30	Open
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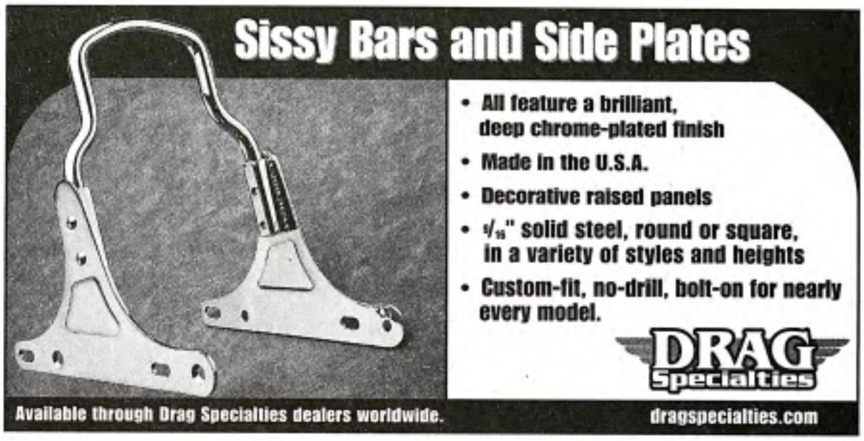

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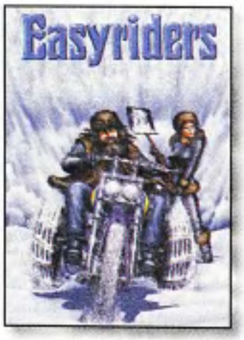

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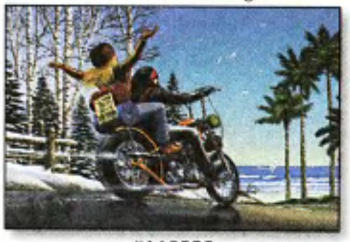

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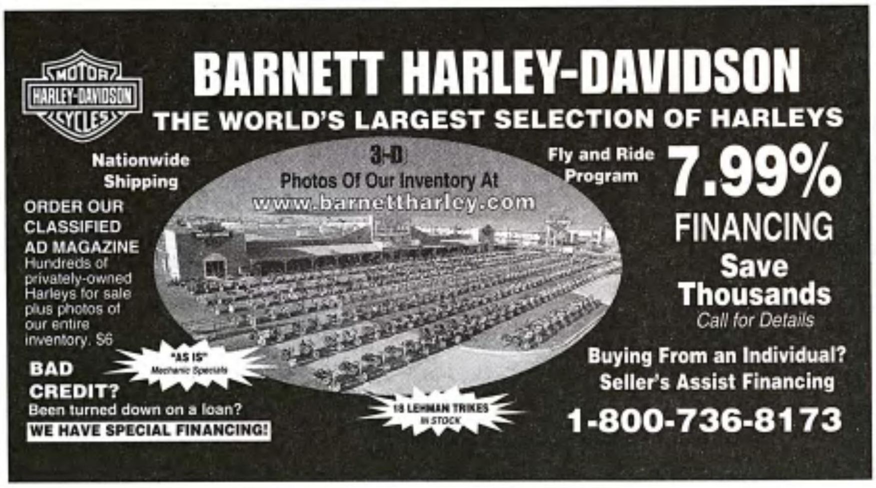

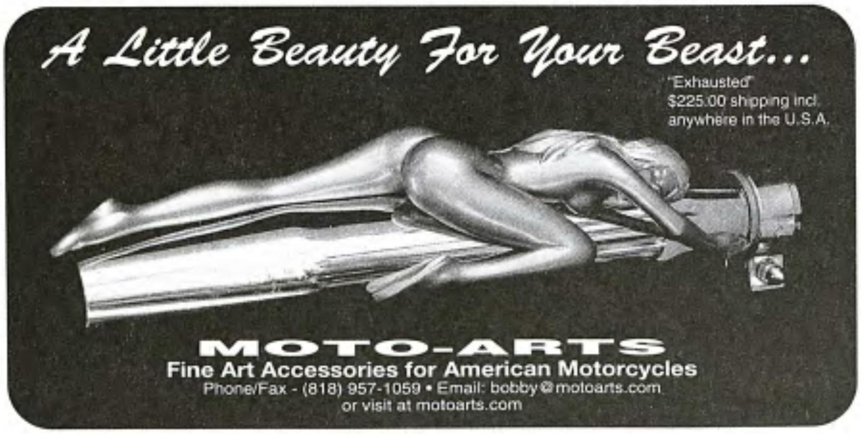

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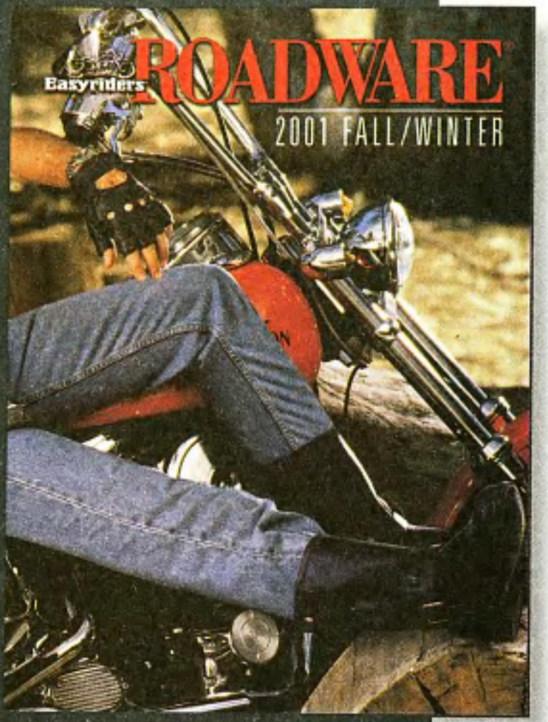

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JIMS 6-Speed
In A 4-Speed Frame

Things are about to change for those of you who ride a stock, or an aftermarket solid-mount, 4-speed frame. Loads of motorcycle purists swear by their trusty 4-speed frame, whether they're running a generator-style shovelhead, or a panhead motor. These legendary engines have been steadily beating for decades between the tubes of their rigid or swingarm frames, and have always been backed by "tougher-than-nails" 4-speed transmissions. The same people that swear by this "old-school" combination also have learned to curse it though, as the venerable 4-speed transmissions aren't notorious for their performance abilities.

Reinforcing the need for upgraded transmissions, is today's resurgence of souped-up, nostalgic powertrains, such as Chrome Specialties' "Pandemonium" 88-cubic-inch panhead, and Accurate Engineering's special-order 103-cubic-inch knucklehead, or their 88-, 93- and 103-inch panhead and shovelhead motors.

In the wake of this "back-to-our-roots" biker movement, JIMS Machining, Inc., decided to give the 4-speed frame owner the ability to run a nostalgic powertrain, yet enjoy the performance and comfort of a 6-speed transmission.

Now, your panhead or shovelhead can have all the finer points of a 6-speed transmission with smooth shifting, quiet running and more horsepower, resulting from much lower friction drag. This transmission will also allow you to control the gear ratio for your style of riding. This way you can have lower low and a higher high. It's a performance upgrade that will increase engine life, acceleration and gas mileage.

Trying to shoehorn a 6-speed gear cluster into a 4-speed case must have been quite a challenge, but the folks at JIMS obviously managed this feat. Like all JIMS transmissions, this new tranny sports an array of full-sized, aerospace-grade, forged gears, a billet machined trapdoor, as well as top, and side covers. Each one of these new 6-speed transmissions' gear clusters is hand-assembled by the team of highly skilled professionals at JIMS' assembly lab, and encased in a Sputhe original aluminum 4-speed case. To fit the oversized gear cluster for the coveted 6-speed, each transmission case has been customized with special cuts.

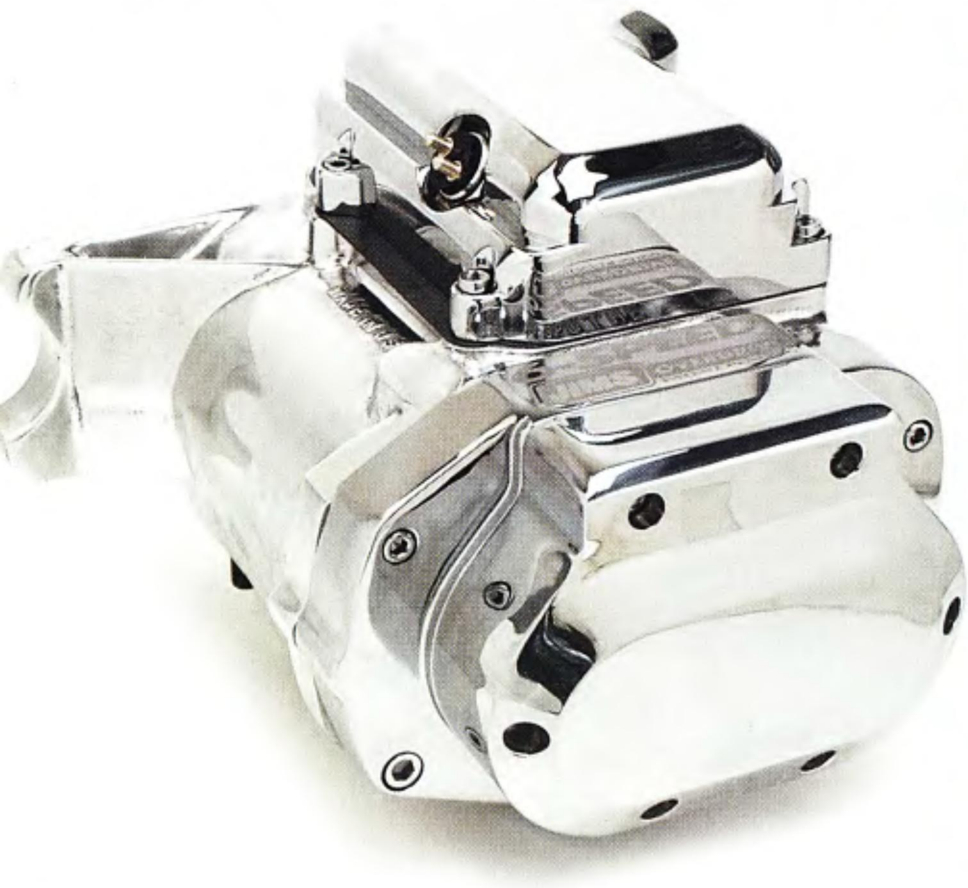
All the gears are standard width for performance and strength, with first gear being a close ratio 2:94, and the last four being the same ratio as a stock 5-speed. Sixth gear goes to .86:01 overdrive, giving you a 500 rpm reduction at 75 mph.

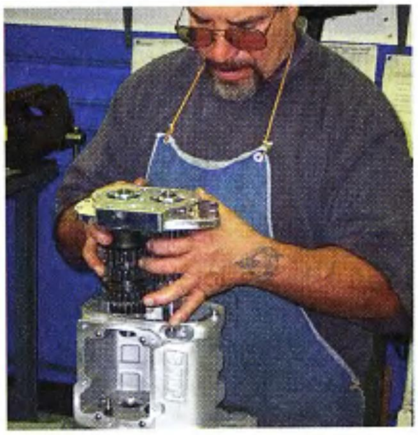
JIMS' complete transmissions for 4-speed frames fit 1936-65 panhead custom application, with belt drive only, 1966-69 shovelhead custom applications with belt drive only, 1970-84 shovelhead and early Evo Softails with dry clutch.

Available in either polished or plain case finishes, the JIMS "6-Speed in a 4" transmission will keep up with even the fanciest show bikes out there.

For more info on fit for any particular application call JIMS at 805-482-6913 or log on to www.jimsusa.com.

—Lafayette





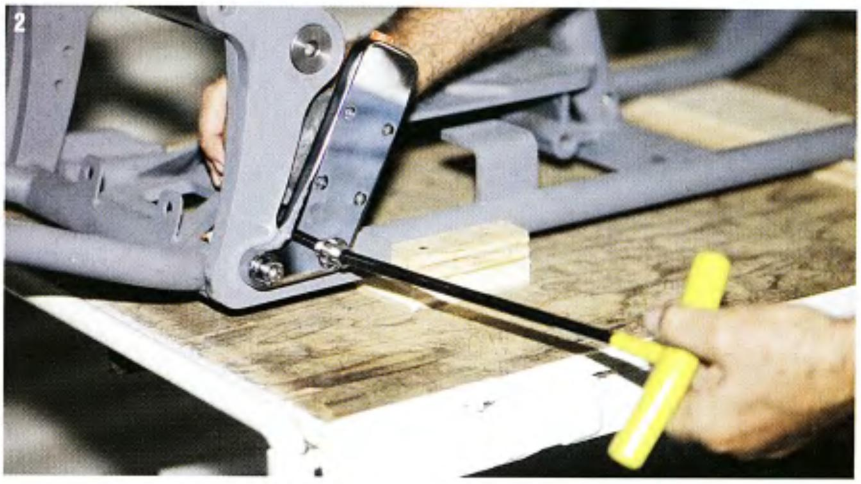
Photos: courtesy of JIMS

Bike Building 101
The Seal Of Approval

Not too long ago I received two interesting phone calls. The first was from a potential advertiser who told me, "Since I put my press release in one of your guides to products, my orders have tripled. It's been on the market for years, however, it took the Easyriders *Seal of Approval to get it to really take off and now I'm ready to advertise in your mag."*

A few days later the second call came from our new Tech editor. "I've been thinkin' about building a bike based on everything I've seen in the mag that you guys really like. Whatchya think?" I'll tell ya what I think, stop thinking so much and get your damn copy in that's what I think! With those words of encouragement under his belt, he set off in search of the perfect chopper.

My initial search led me to Travis Hill of Xtreme Cycle Design. Travis' frames have been used by many of our bike show winners and featured here in the magazine. Settling on a 38-degree rake and 4-inch rise hidden shock frame, the next step was a suspension system. Calling upon the V-Twin Expo's Product-of-the-Year winner was a given. Jesse Jurrens manufactures one of the most badass



pieces of equipment on the planet; the Legends Air Suspension system. So, without further fondue, let's hook this puppy up.

We're using just the bare frame, seeing as how it's easier to move around and get better shots with. All the necessary hardware is included. Seems simple enough: remove old shocks, install new ones, perfect, right? If your answer was yes, then my guess is you're still new to the whole customizing process.

Now, the first thing I'm gonna tell you is: READ THE INSTRUCTIONS. It's not going to be as simple as just removing one part and bolting on another. Jesse does provide a tech line, but he's gonna ask you, "Did ya read the instructions before callin' me?" So, here we go. We'll

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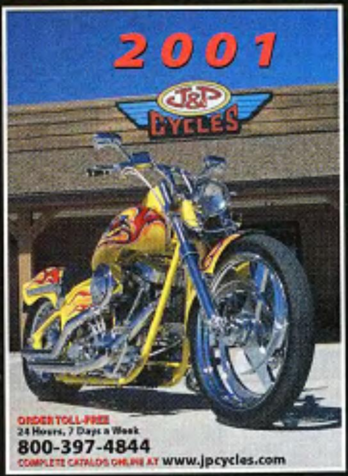

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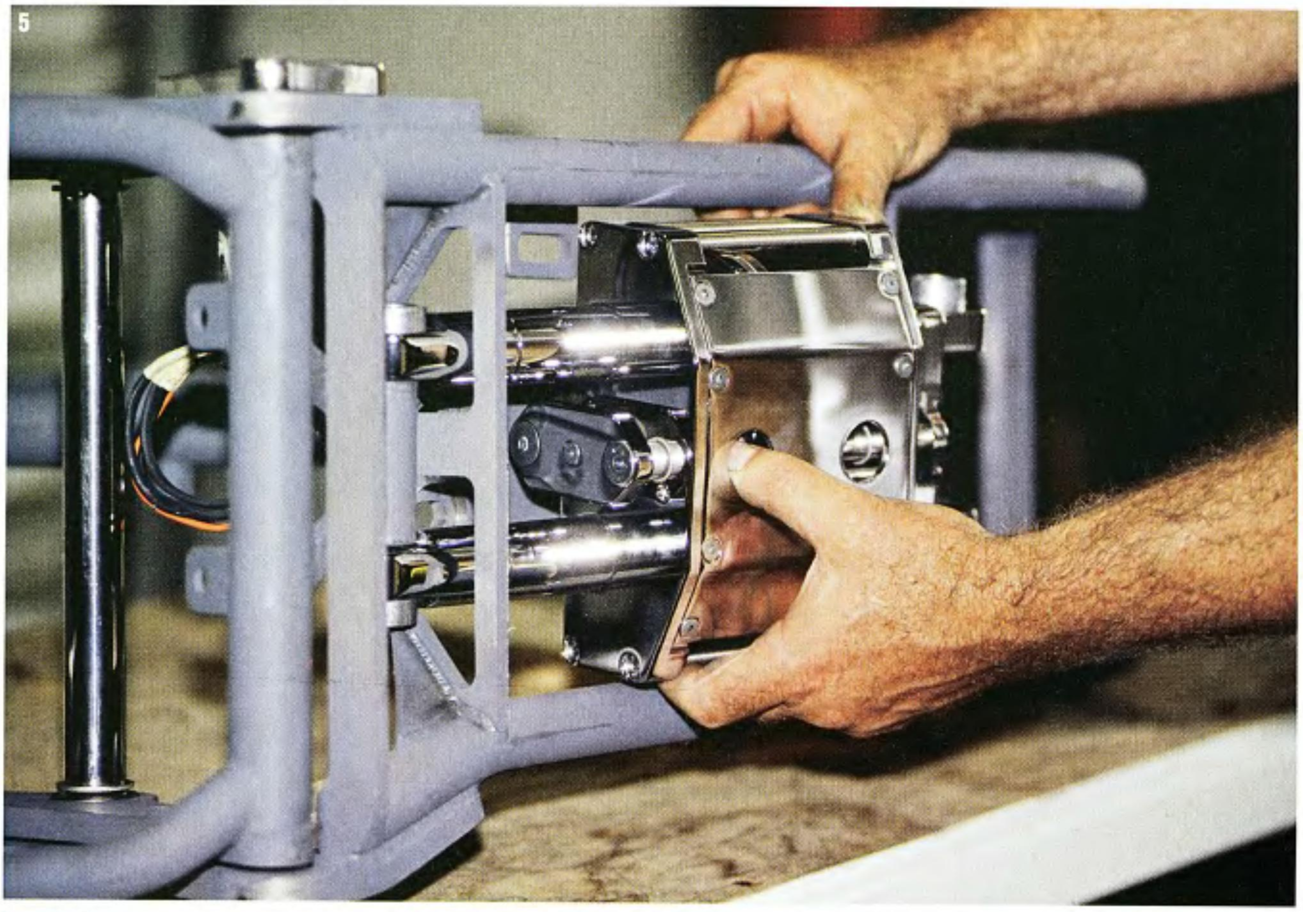

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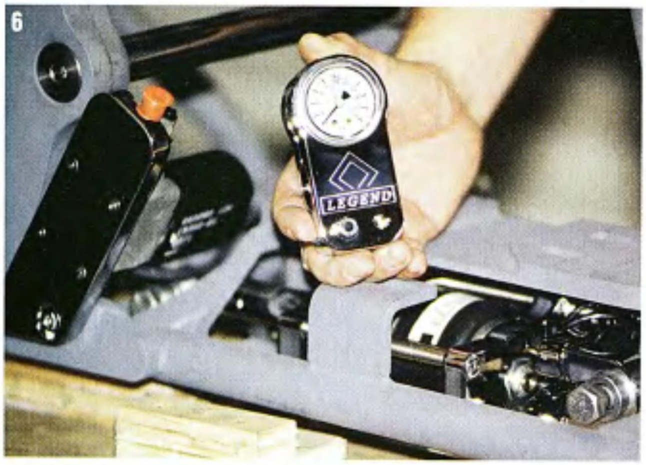
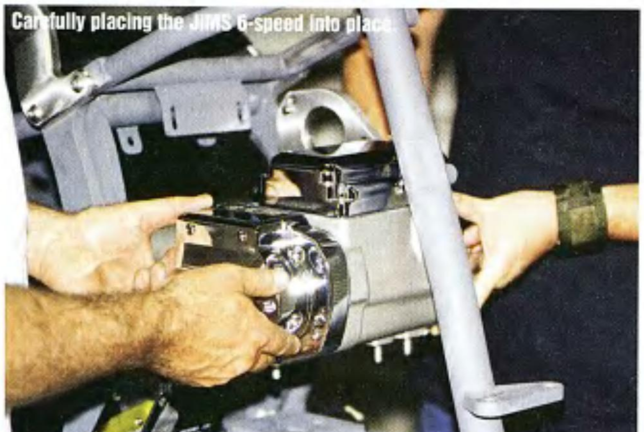
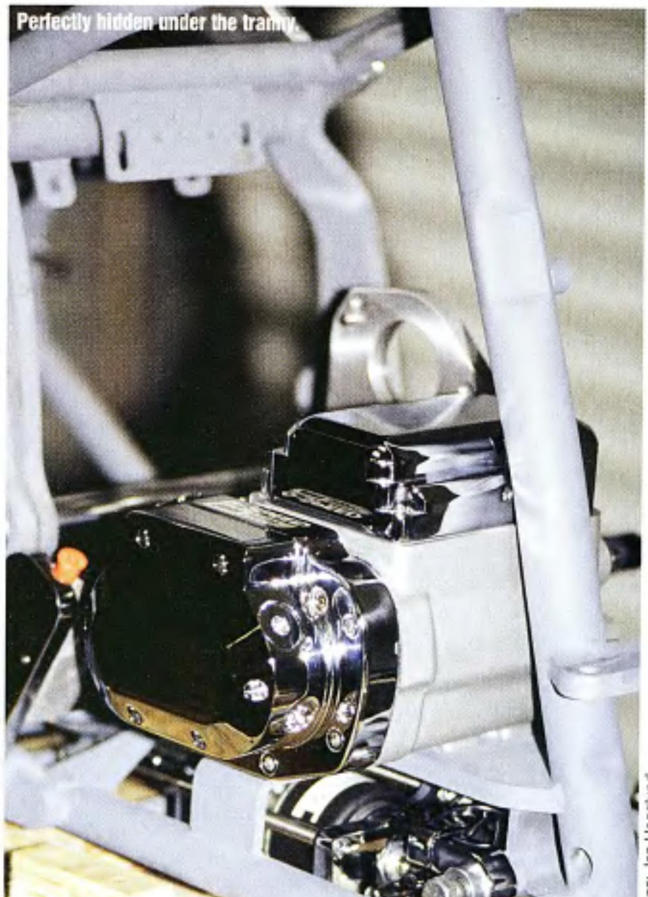


Carefully placing the JIMS 6-speed into place.



Perfectly hidden under the tranny.



Photos: Jan Hagglund

start by mounting the air compressor mount. [Fig. 1-3] The exhaust support brackets may have to be removed for this. Install the compressor between the exhaust support bracket and the motorcycle frame. If there are no existing bolts in your frame, you'll need to drill some! The wires coming from the unit will be connected to the battery later.

The air gauge/switch handlebar mount is next. [Fig. 6] I'm probably not going to mount it on the bars, you can if ya want, just make sure the electrical and air lines are not crimped at all.

Now you get to remove the shocks. Support the bike so the rear wheel is off the ground. Make sure you have enough room to get to the shocks, but the bike is supported well enough for you to work on it. After removing the old shocks, hold the Legends system in place and measure the hose lengths needed for both the switch and the compressor. [Fig. 4] Mount the system in place and connect the air lines. The instructions give very specific details about this. We're skipping them until this is ready to roll. [Fig. 5] Do not over-tighten the mounting bolts, as this will decrease ride quality.

On to the wiring: the two yellow wires from the switch can now be connected. Connect one to the orange wire from the compressor. The other wire can be connected to the fuse assembly. Remove the fuse. Place the spade terminal on the other end of the fuse assembly using a short jumper wire. It will be connected to the positive battery post. Place the spade terminal on the black wire from the compressor and ground it to the negative terminal of the battery.

Figuring that you haven't blown yourself up yet, hit the switch. Air your new suspension system up between 50-100 psi on the gauge FIRST. Now sit on the bike. You can adjust it to the right height, hardness and softness. If carrying a passenger, make sure to follow the same steps. Stay tuned to see how this all turns out. —*Gearhead*

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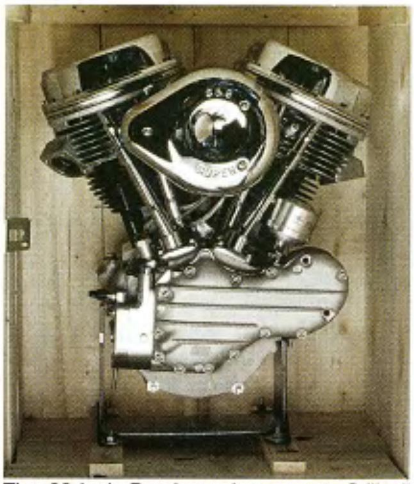
Pimp Daddy Bike Buildup Part I
Chrome Specialties' Build-It-Yourself Nostalgia Bobber

We're living in a rubber-mounted fantasy my friends, and it's time to wake up! Think about it. Wherever we look in the Western world, everything is air-conditioned, 100% UV-protected, soundproof, low-impact, low-fat...well, you get the picture.

Fortunately bikers have a sense of reality that other folks may have lost along the way. As bikers, we make greater use of our senses as we ride our steeds. We smell the wind, hear the thunder of our motors, feel the good vibrations of our machines, take in the scenery of our beautiful country, and even have a taste of bug juice once in a while.

For those of you who want to further develop your senses with a real man's motorcycle, Chrome Specialties offers the Pimp Daddy bike kit. Pimp Daddy is the ultimate in retro-cool bikes. Ed "Mr. Lucky" Martin and the folks at Chrome Specialties patterned this kit after a bobbed '48 pan. They put together all the essentials to help you build a classic scoot that will never go out of style. From the Keith Ruxton-built 88-cubic-inch panhead (called the "Pandemonium") and kicker 4-speed tranny, to the "cooler than cool" chromed springer front end, hardtail frame, whitewall tires and laced wheels,



The 88-inch Pandemonium motor. Still all shiny and new in the crate.

Not just for show, that kicker arm is the only thing standing between us and the road.

Photos: Lafayette

We kinda thought when the ad material said "Bike-in-a-Box," they would actually ship it to us...in a box. Or is it because the delivery guy is totally pissed off at us?

this scoot screams at you with a rebel yell. Mr. Lucky laid out the blueprint of this tasty barhopper for you, and all you have left to do is use your imagination to come up with the rest.

Imagination being in large supply here at *Easyriders*, we figured we'd take Chrome Specialties' basic Pimp Daddy kit, and show you how we envisioned our own nasty version. With so many styling options and so many old school accessories available today through the Chrome Specialties catalog, you should never see two Pimp Daddy's that look alike.

We spoke with Keith Ruxton, the man who picked the components that make the 88-inch Pandemonium the engine of choice for this nostalgic scoot. You may be familiar with Keith—he built the twin shovelhead motors that propelled the Easyriders Streamliner as it set the land speed record on two wheels with an average speed of 322mph. The record still holds after 10 years, and Keith is as busy as ever assembling those knockout mills for Chrome Specialties from his California-based operations.

The 88-inch Pandemonium was designed to easily fit 1970 to 1999, 4- or 5-speed frames, but Keith added that 1969 and earlier models can also be persuaded to cooperate. That's good to know.

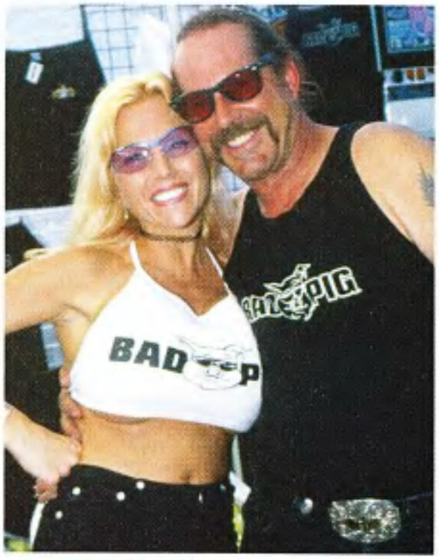
Keith explained that the Pandemonium may look like an original panhead, but uses an Evo-style left crankcase, and a longer engine sprocket shaft, so it can be mated to primary drive systems up to 1999. The Pandemonium also features hydraulic lifters with Evo-style technology for reliable operation. The oil pump is again borrowed from later models and provides plenty of leak-free lubrication to all moving parts. Another improvement to the panhead platform is the Mallory electronic ignition with infrared beam trigger. Keith told us that the distributor is Swiss-watch accurate and is preset so your engine is ready to fire up right out of the crate.

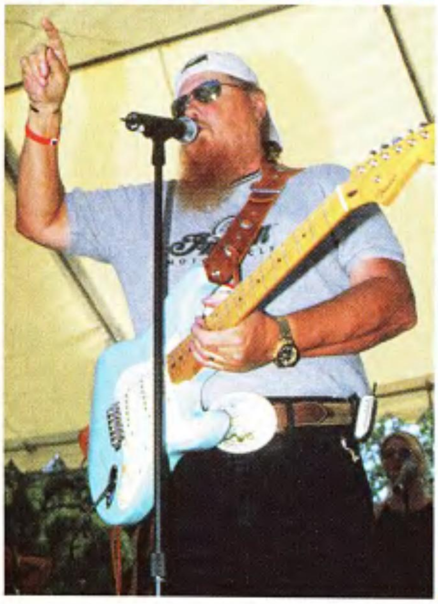
As we gather up all the components, this kit promises to be a real hoot to assemble, so stick around for more installments of this buildup series, as our Pimp Daddy finds its identity and comes to life in the pages of *Easyriders*.

—Lafayette

The Pimp Daddy Bike Kit retails for $11,995. It is also available as a rolling chassis without the engine and trans for $3,995. Call Chrome Specialties at 800-811-8904 to get the skinny on Pimp Daddy and other great Kit Bikes, or log on to www.jammerclub.com.

RIP'S BAD RIDE IV





This past June 10th, Rip's Bikers Against Diabetes (BAD) Ride came into its own after running on low octane the first three years. The engine was strong, but the carb needed to be pumped and primed. This year the run was blueprinted and balanced, got fresh legs and now looks like it's going to run the distance for a long time. Or at least until there is a cure for diabetes, the sooner the better.

Nearly 5,000 people raised $230,000, way more than was thought possible. Public awareness for diabetes is far greater, one example being a U.S. Postal stamp acknowledging the disease being unveiled at the run. Bikers now are at the forefront of finding a cure for a disease affecting more than 16 million Americans of all ages and races, sizes and sexes.

A rural, dare we say, surreal spot was procured for the location, Oak Canyon Park in Irvine, California. Loads of vendors lined tree-shaded walkways and ringed an open, grassy stage area offering the latest in biker fashions and scooter accessories. The Victor McLaglen Motor Corps. (always Rip's favorites) put on an incredible stunt show. Nancy and Willie G., their daughter, Karen and son-in-law Scott, along with Larry Hagman (helped by his Ugly brothers) presided as honorary masters of ceremonies and grand marshals. Music filled the air from the amps of Rip's favorite band, The Fryed Brothers, as well as from headliner Branscombe Richmond and The Renegade Posse with special guest, actor/musician, Mickey Jones.

Rip, your spirit was there—strong. You had to love seeing your dream come true—the Biker Nation coming together on this one. Here's what some of the folks had to say when asked, "What does the BAD Ride mean to me..."

—Yer pal, Raider Rider

"Helping the 16 million people who have diabetes and the 5 million who don't even know they have it. My function was to get donations for raffle tickets, they were $10 each. I managed to get donations for a little over $10,000 worth of tickets for American Diabetes. It was hard. My weekends were devoted to Rip's BAD Ride, basically from January all the way to the day of the ride [*June 10*]. I enjoyed the heck out of doing it, it's fun, I met a lot of people and I'm sure I at least made a dent in the cause for diabetes."

—Frank "Grumpy" Beblau,
Huntington Beach, Calif.
Attained most donations
for BAD Ride IV raffle prizes

"I've been with the American Diabetes Association for over two years now and personally I'm not affected, but as soon as I started working with the ADA one of my great friends called me and said, 'I have diabetes.' It became my mission after that. The awareness level has gone up in the two years I've been involved. It's nice when people come up and tell you their stories and how this is helping them, that's the main reason that we're here. The BAD Ride is a fantastic event, I can't tell you how much this event impacts all the people with diabetes. It not only provides education, it allows us to do our job as far as the funding and research, the things that will help us find a cure. It's great to see such a large group get together and have that camaraderie of definitely building up this event and showing their support and efforts for diabetes because we are going to find a cure."

—Angie Stock, Orange Co., Calif.
American Diabetes Association District Manager

"The BAD Ride means that we can all make a positive difference and contribution to those that have a disease and need help. I think he [*Rip*] would've been really proud of all the volunteers and sponsors and everyone's hard work."

—Beki Sellers, Las Vegas
Rip's daughter

"To me it means love, legacy, family, commitment, togetherness. It's an awesome event and I'm really glad to be a part of it and glad that it's living on in my dad's name."

—Laura Stenhouse, Irvine, Calif.
Rip's daughter

"I go back far with Rip, and the fourth annual BAD Ride looks like the best ever and it'll probably be getting better every year. I believe that this is what Rip really longed for and we're gonna try to keep it as live as we can. And anybody else that's out there that wants to support diabetes is a friend of mine."

—Easy Ed, San Bernardino, Calif.
Longtime Berdoo brother of Rip's

"Helping to raise money and finding a cure for diabetes is what it means to me. We had a huge turnout, which we had hoped to reach this year. In my personal life I've really become aware of how many people, as well as children, have been impacted by diabetes."

—Mariella Hart, Glendale, Calif.
BAD Ride Committee,
L.A. Promotions

"It was a great party, it was a great show and 2002's gonna be even bigger an' better. I think Rip would've loved it. This was his dream."

—Ray Tewksbury, On the road, USA Former Easyriders Motorcycle Rodeo champion; friend of Rip

"It was a great, exhausting, fast-paced successful fundraiser. I met great new friends from volunteering together for a common goal. Rewards come in many different ways."

—Ron Reeves, Tustin, Calif. BAD Ride Bike Show coordinator

"Awesome, unbelievable, the place to be. It can't get any better—but it will."

—Steve Schapiro, Santa Ana, Calif. Schapiro & Leventhal, Attorneys

"Rip was a dear friend of mine for over 20 years and we are all doing this for him. We are doing this for ourselves, our families, our relatives, our friends, and we are going to beat this disease in the name of Rip."

—Gail Chambers, Whittier, Calif.

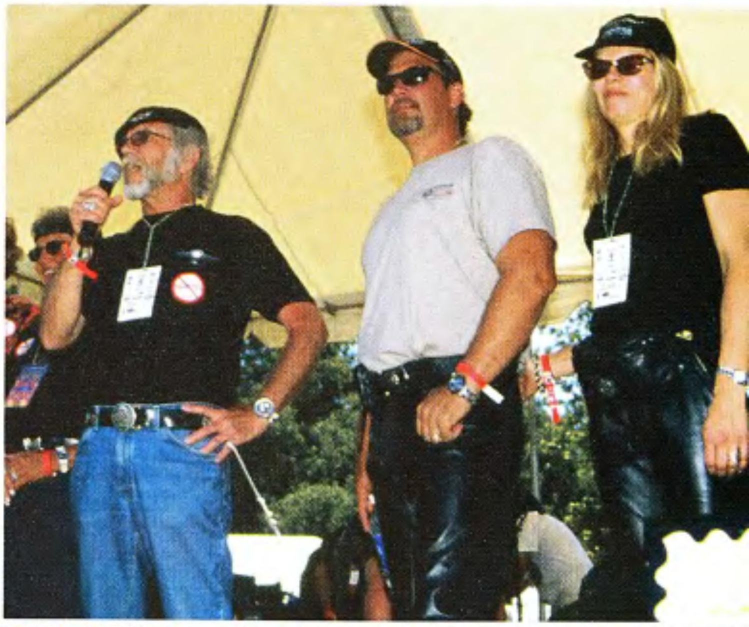
"Rip's dream has finally come true, maybe we can finally find a cure for this disease. We're all working real hard at it and it's nice to see all the bikers out supporting such a great cause."

—Sammy Guard, Westminster, Calif. BAD Ride Committee member

"What we've always needed is a bunch of bikers to get involved because if there's one thing that's true about bikers, they're like fuckin' pit bulls, man, they get themselves wrapped around a problem 'til it's fuckin' solved. Obviously the scientists can't handle the job, so the bikers have gotta get involved. I'd like to see a point where bikers are in the labs with the scientists, kickin' ass 'til we get this thing behind us and get on to the next thing."

—Beatnik, Oak Park, Calif. Art Director, Biker/*musician*

"The BAD Ride is a lot of love. There are a lot of people who have been brought together, not just about the love of Rip, but the love for people they know that have been affected by diabetes. It really shows because people are doing what they love and doing it for a good cause, which is best of all. There is a genuineness that you don't find at a lot of other events or with other groups of people that is real hard to describe. I know Rip is watching. I never



would have thought six years ago that I would be in this world where there is so much good going on that really happened because of him. It's kind of amazing how he was the force to bring together such a different kind of group. This is a family. I was volunteering when I was like 10, that was part of my culture. So that's a lot of who I am and now that I'm able to give that back to other people, that's actually the biggest magic of this event. People are doing something for the first time that they never thought that they could do. They never thought they could create this, and they never thought that they could be part of something bigger, and then they find themselves making it happen. The creation part is the amazing part."

—Lori Stevens, Santa Ana, Calif.
Area Executive Director, ADA

"Every time I hear a Harley, or see one coming up behind me on the freeway, I feel my father's presence. So, you can imagine what it's like for me at the BAD Ride. Every year it gets bigger and louder!"

—Kristina Marie, Forest Falls, Calif.
Rip's daughter

"Each year, as the second Sunday in June approches, I am filled with mixed feelings. First, and foremost, I miss the 'Big Guy,' but I'm so proud of him actually accomplishing what he had worked so hard for.

Speaking for Rip and me, I'd like to thank all the volunteers who work so hard every year, and all of you out there who buy tickets to support Rip's Bad Ride. A special thanks to Lori Stevens and Steve Schapiro. They know why. I'm looking forward to seeing all of you again on the second Sunday of June 2002."

—Patty (aka Mrs. Rip)
Rip's wife

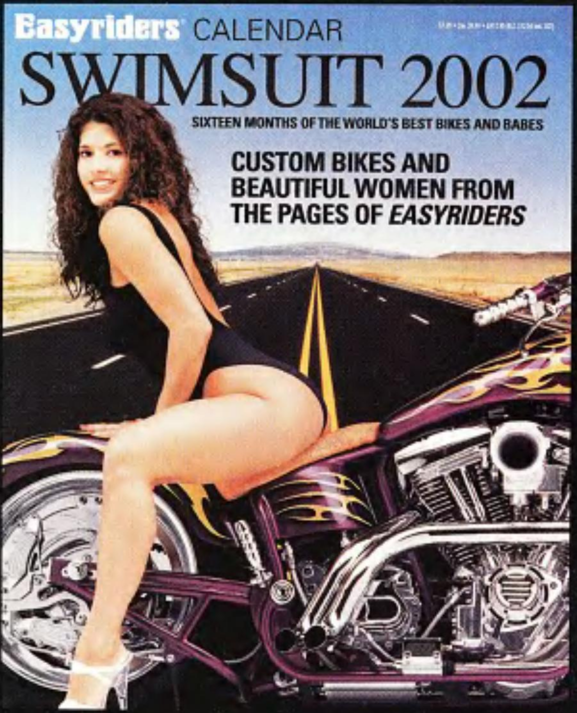
There you have it, just a few solicited comments on the impact of Rip's BAD Ride and what his legacy—this event—means to some of his brothers, sisters, family, and acquaintances. They went the extra mile with incredible effort to make No. 4 a tremendous success.

Rip's BAD Ride V is set for June 9, 2002. For more information on this run, or to find out how you can volunteer or make a donation, please call 800-828-8293 ext. 7446, or, you can log on to www.ripsbadride.com. Remember, diabetes can strike anyone at anytime.

—Bomber

Photos: Kim Peterson, Tom Smith

Take a peek into the new 2002 Easyriders Swimsuit Calendar



Inside the Easyriders Calendar you get 16 months of incredible bikes, and beautiful women. Oops, almost forgot those outrageously sexy swimsuits.

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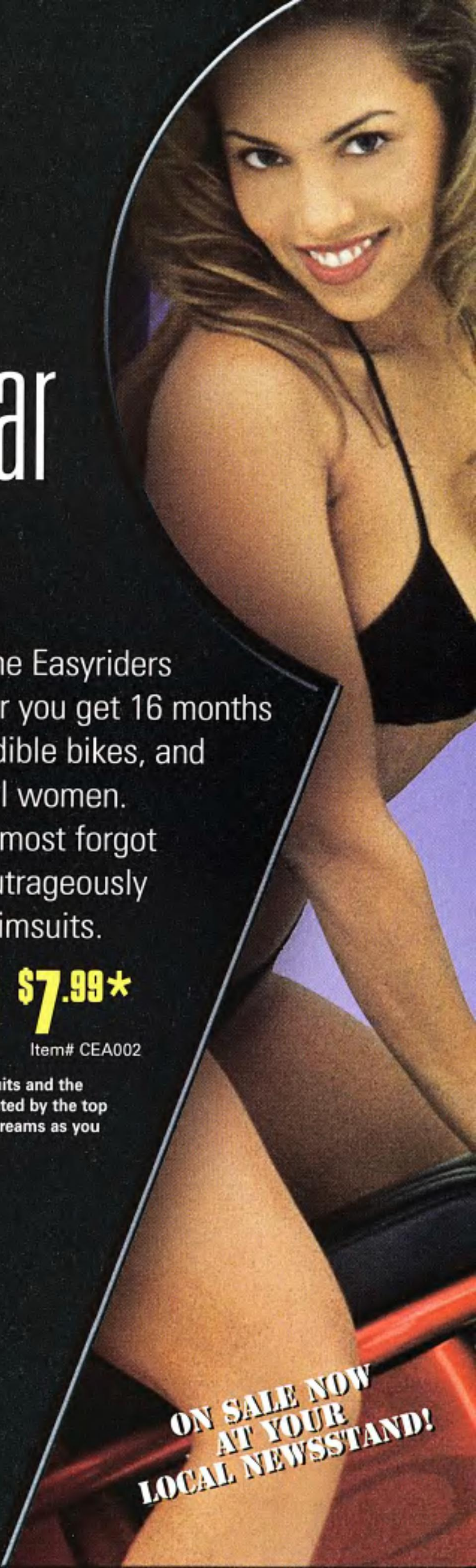
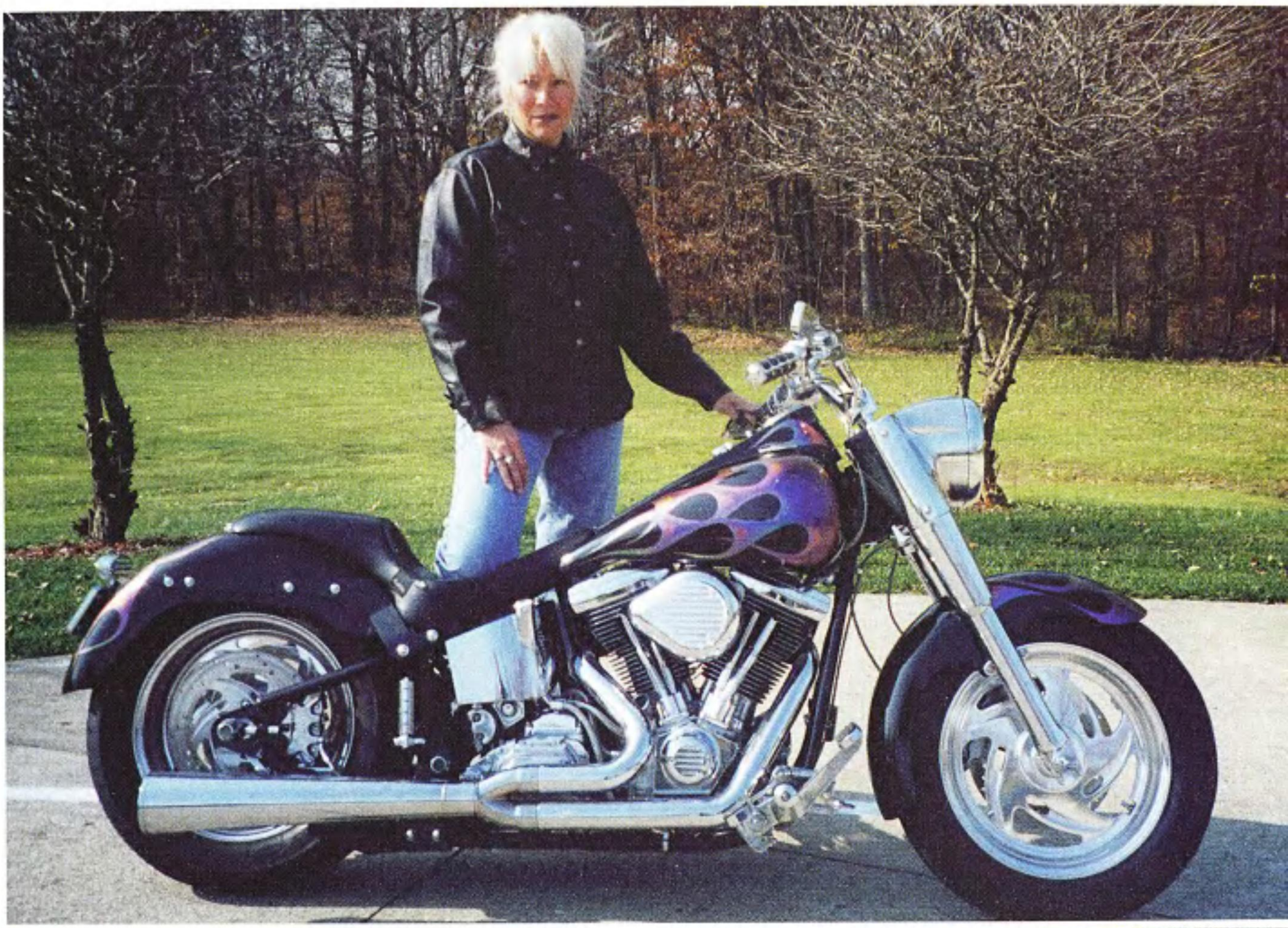




Debi Allhands
Danville, Illinois
1999 Softail

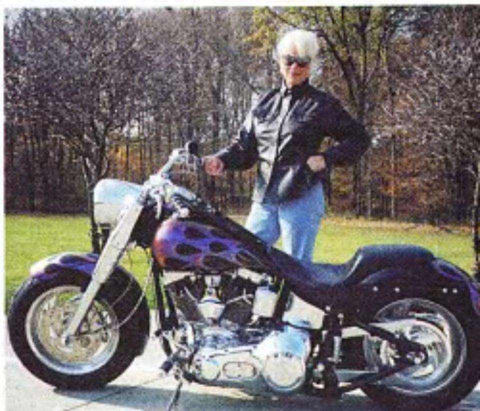
Danville, Illinois, as the faithful reader must know by now, is the center of face-peeling mothers, as evidenced by a few previous Readers Rides featured late last year. It is there that the folks at D.A. Customs, under the guidance of Dennis Allhands, are making a name for their shop by bombarding us with us samples of their facial rejuvenation projects. Debi, ostensibly and for all practical purposes Dennis' better (or at least better-looking) half, knows how to revive an otherwise by now barely wheezing pun.

"Bruised Beauty will save me tens of thousands of dollars in the years to come," she says about her bike. "I'll never have to worry about a chemical peel to look younger. I'll just open her up on the road, and *voila*! All the wrinkles are gone!"

Only the wife of a speed-shop owner would say something like that and mean it. Anyone else...let's just say that I don't know how many tubes of wrinkle cream you'd have to buy to pull even with the expenses of a 104-cubic-inch motor with Sputhe lowers and S.T.D. heads, an S&S G carb, a 200-series tire in the rear, Boyd's wheels, Joker Machine controls, Vance & Hines 2-into-1 pipes, a Corbin seat, Performance Machine brakes, and a Harlequin color-changing flame job (presumably for the woman who can't make up her mind just what color nails to ride with today), but I bet it would be more than your average baker's dozen.

The ever cherubescent Debi also proudly points at the fact that "all the paint, wiring and assembly was done by my husband at his shop...just for me!"

Personally, I prefer to turn my mug into a weather-beaten road map so all I have to do is look into the mirror to know where I'm going, and I haven't got a clue what wrinkle cream costs these days, but I have a hunch that Dennis' work here has got to be worth at least another three or four tubes.



—*Tripper*

Photos: owner

ReadersRides

Photos: owner

Jeff Green
Lothian, Maryland
1995 Softail

Humility can be very endearing when used in the right situation. "I am not the best photographer, as you can see, and the bike really needs to be positioned in the sunlight with the camera at just the right angle to bring out the paint and the 75 skulls," Jeff sheepishly admits. And he is right, because had I not heeded his words, I would have never even noticed that there were supposed to be any skulls on this sled. As it was, I had to strain my one good eye to finally notice a skull or two.

In the process of discovering the skull, I couldn't help but notice all of the engraving work on the fender struts, the belt pulley—oh wait! That's just the asphalt reflecting so beautifully in the flawless chrome done so expertly by the folks at Atlantic Coastal.

Jeff's buddy, Dizz Dean at Dizz Dean's Cycles, did most of the work and hence deserves all the credit. According to Jeff, Dizz revamped the motor by installing an Andrews cam, Crane ignition, and JIMS lifters. "In October, I'll be going to 113 inches," Jeff promises. Until that happens, he'll continue to ride the skull monster the way it is now, the front end refurbished with Performance Machine wheels and their Image Series of parts and accessories, like the aforementioned pulley, the dual disks on the brakes, etc.

The whole bike is "totally slammed to the ground," Jeff says with considerable pride, which is in large part due to the Furnales shocks. The paint job, by the way, was done by "a kid named Matt Willoughby out of Youngstown, Ohio," and was also the reason Jeff's project took eight months to finish. "Dizz was all ready and everything," he says, "but we had to wait on the paint job."

The skulls were worth the wait, however, since Jeff's bike has placed at the top of its game at various local bike shows, where it was, of course, much easier to discern the skulls than in these pictures. *—Tripper*

Clint 'Doc' Richardson
Socorro, New Mexico
1948 FL panhead

Doc, who says he always wanted a '48 FL, because "it's the first year of the panhead and the last year of the springer front end for the FL," discovered this beauty a while ago in Sturgis. But back then, of course, it wasn't such a beauty. "It had drag-style handlebars and pipes, the wrong tanks, seat, carb, and tranny top and shifter," he explains. "Plus, the headlight, taillight, and speedo were aftermarket, and the front brake was missing. It was fun to ride, but a pain to look at, considering its once proud glory." Doc actually called the bike "the pea under my mattress."

Ah well, what's a fellow to do when he can't sleep? Restore, of course. And that's what Doc set about to do, "not knowing jack shit about the subtle aspects of OEM, casting numbers, and so forth. But with the help of Bruce Palmer's bible on restoring old Harleys, I decided to go for broke."

And broke he went, pretty much, because locating original parts was not only difficult, but their purchase was also very expensive. I want to spare you the often not so mellow drama, because obviously his quest was successful, otherwise you wouldn't be looking at this sled here. Let's just summarize this epic by telling you that Doc, with the help of motorman Jim Preussner, finished the project last December, only to find out he hadn't finished yet.

"The bike started right up, and I rode it around the block. However, when I stopped back at the house to get some gas money and tried to kick start her again, the kicker crank broke clean off right at the kicker cover."

As of January this year, however, Doc sits proud in the saddle of his old '48, secure in the knowledge that he's turned the lowly pea into a proud swan who's come out from under the mattress and can give any old wolf a run for his money when it comes to huffin' and puffin'. And they say life ain't a fairy tale?

—Tripper

Photos: Kim Peterson

ReadersRides

Joe Keel
Phoenix, Arizona
1996 Dyna Wide Glide

I suppose there are fates worse than this, although I can't imagine any. I'm talking about having a nickname like Joey's here, whose friends seem to like to call him "Ken Doll Looking Mother Fucker" on account of him supposedly looking like Harley Barbie's new boy toy.

Fortunately, we're not here to pass judgement on the physically handicapped, regardless of how hideous their disability might be. The only reason we're even telling you about Joey's gruesome condition is because Joey has a relatively good-looking bike, which is a nice contrast to his disfigured countenance.

Specifically speaking, this is a '96 Dyna Wide Glide whose mild-mannered exterior belies a wild and ferocious nature hidden in its innards. Just a quick peek at the bike's chart reveals a plethora of...hey, wait a minute! Most of this stuff's stock! Okay, so there's an Andrews EV-27 cam in there, and it's got a single-fire ignition and a Kuryakyn Hypercharger and a set of Porker pipes, but everything else is...right, stock. So why is itÉ?

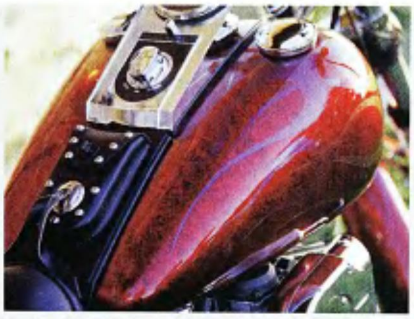
Oh, I get it. Joey, the KDLMF, has garnered a lot of racing experience on his home turf in the Midwest, and now that he lives in Arizona, he's attending Motorcycle Mechanics Institute and using his Dyna as an "extra-credit" project. And he's gonna make a lot more changes to the bike's guts and then...yes, then it's really gonna kick some ass. So, I guess what you're looking at is sort of a reverse feature, where we're showing you a custom bike before it actually is a custom bike. Makes perfect sense, doesn't it?

And the best part? The fact that Joey, the KDLMF, only admits to having some "big ideas" as far as his ride is concerned. That leaves the doors wide open to any fantastic interpretations you, the almighty reader might harbor. Just use your imagination and picture what this bike might look one day.

But then again, maybe Joey should invest his money in some plastic surgery instead.

—Tripper

Photos: owner



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Harley-Davidson's 2002 VRSCA V-Rod

As a renowned motorcycle manufacturer and the inventor of cruising machines that have set the standard for rugged coolness, what do you do when every other manufacturer on the face of Earth has set off to spin off, replicate or clone your bestsellers?

INTRODUCING THE NEW SILENT GRAY FELLOW

Rather than obsessing on trying to out-Harley the rabid dogs that have been barking up their tree for a decade, Harley-Davidson decided to throw a big curve ball and call it a new game. In this case the name of the game is performance, and it's played with Harley-Davidson's all new VRSCA, V-Rod.

The V-Rod is a fuel-injected motorcycle, so no need to waste your time trying to locate the fuel petcock—simply engage the ignition key, hit the start button and the all-new, liquid-cooled Revolution V-twin fires right up. In case you were still wondering, the engine does not sound like the Harley-Davidson V-twin you're familiar with. Let's just say that it sings a more metric tune. Make no mistake though, it's a real screamer when you blip the throttle.

This new, 60-degree, 1130cc engine, is the evolution of Harley-Davidson's VR 1000 superbike motor, and has been in the works in collaboration with German automaker Porsche, since 1995. The Revolution is rubber-mounted to a trick, hydroformed steel perimeter frame, and features dual overhead camshafts, 4 valves per cylinder, forged pistons, and a 1-piece automotive-type forged crankshaft that will spin happily up to 9000 rpm to produce a whopping 115 horsepower. The 5-speed transmission is no longer a separate piece, and is now housed in the crankcase, so the whole package is surprisingly compact.

As you throw a leg over this futuristic road rocket, you immediately take notice of the rider's position: It's still pure Harley, with extra-low seating (26 inches off the ground), and a long wheelbase (67.5 inches). Even the familiar forward controls and foot pegs fall right into place. The handlebar controls are standard issue Harley as well, except for that extra master cylinder that's linked to the hydraulic clutch.

The view is quite different from the rider's seat; there's no longer a Fat Bob tank between your legs but an anodized aluminum shell to cover the air box and the twin fuel injectors. The gas tank itself has been moved under the seat and can be filled up

by flipping the seat open to expose a single screw-on filler cap. The speedo, tach, fuel gauge and odometer are no longer between your legs either; instead they have moved up to the top of the handlebar riser pod. Now that's different! Something else seems to be missing from the picture as well—the headlight. The slanted shape of its lens makes it disappear, but it, too, is a very refined piece of equipment and works wonders.

With a dry weight just under 600 pounds, the VRSCA is 20 pounds lighter than Harley's nimble FXDX Dyna Sport, but packs much more punch, as we quickly found out. The liquid-cooled Revolution engine is claimed to generate an impressive 115 horsepower, but this seemingly insane amount of power is actually easy to manage—much easier than that of some of today's 100-plus horsepower aftermarket big-inch strokers. In fact if you use the Revolution under 5000 rpm, it will behave a lot like a regular Harley engine, giving you a very civilized power and torque distribution for around-town riding enjoyment. Squeeze the throttle past 5000 rpm and you will get the full "slingshot" effect of the V-Rod. One of our favorite games during this road test was getting on and off the freeway at every ramp on the way to work. The V-Rod excels at that game, and power shifting through the gears propelled us in very short order to cheek-flapping speeds (0 to 60 mph in first gear!). Of course you don't need to be a speed demon to fully appreciate the qualities of the V-Rod, but this bike demonstrated fantastic stability at high speeds. We dare you not to wear a stupid grin after experiencing this kind of rush.

The combination of a drag racing raked neck, a super-stiff perimeter frame, 49 mm telescopic forks, plus a lightweight, sturdy tubular aluminum swingarm are large factors in the V-Rod's chassis integrity. Add to this the use of large radial tires (120-series up front, and 180-series in the back), and you end up with a fun motorcycle. When first seeing the V-Rod, we still had reservations about its rake though. There's 34 degrees in the neck, but 4 more degrees in the fork trees, for a total of 38 degrees of rake. This makes for a spectacular "drag bike" profile, but we weren't sure this setup was going to

fly in the twisties. Boy, were we wrong! As it turns out the VRSCA is a very nimble motorcycle for its class, and only reminds you of its cruiser lineage as you scrape a heel during an occasionally aggressive turn. We felt that third gear was the gear of choice for most of our canyon escapades, as it kept the engine revving in a sweet spot to help us in negotiating the turns without changing gears.

In this age of inverted forks and exotic suspension setups, Harley chose to hang on to more traditional recipes by using oversized conventional forks and twin vertical rear shock absorbers. Well, the formula seems to work just fine on this bike; the suspension never felt too harsh or sporty and always offered a very comfortable ride. When pushed a bit harder through rough mountain roads, the bike kept tracking true, and felt very safe, letting us focus on the road ahead, and enjoying the ride.

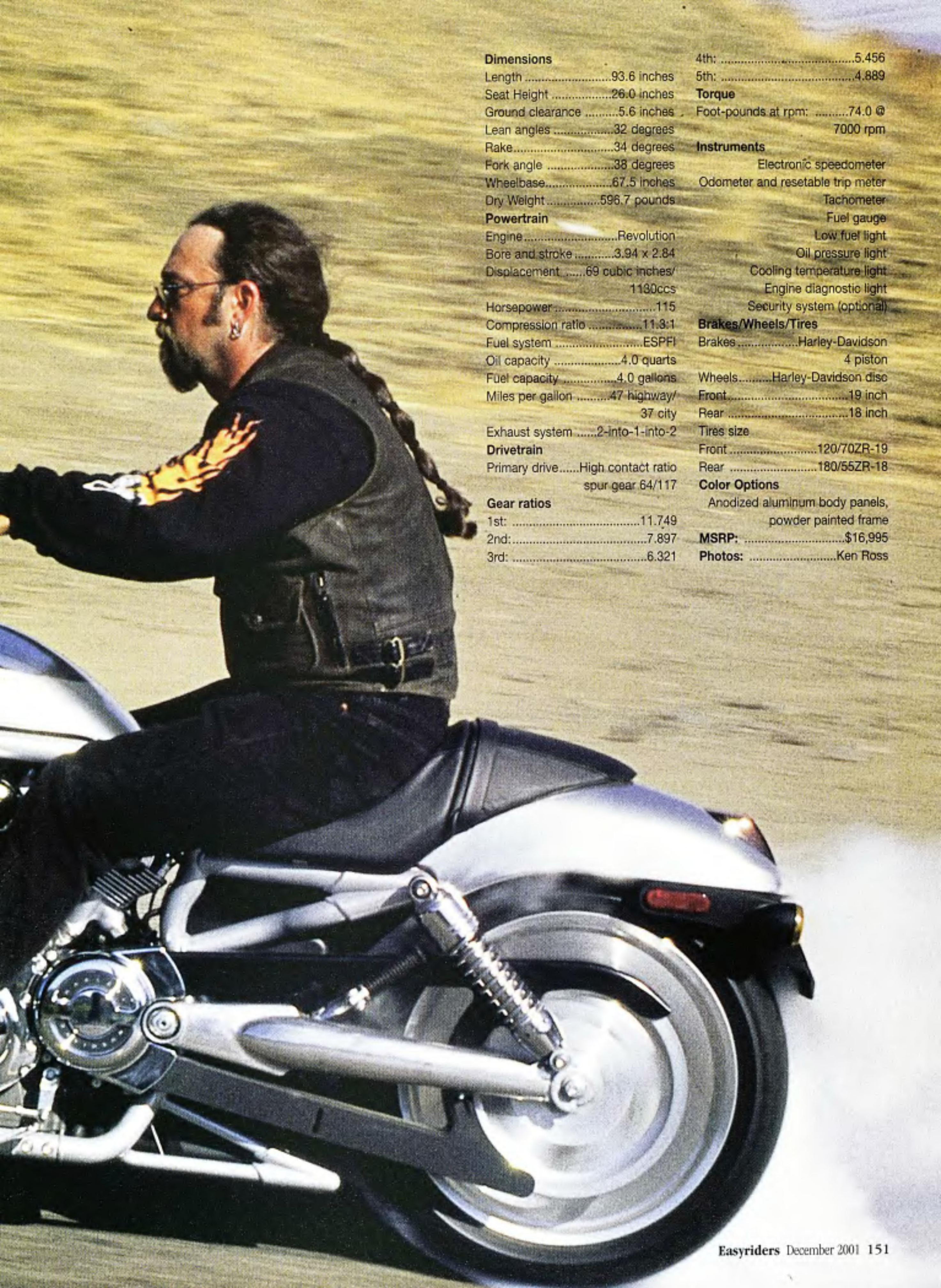
If the V-Rod's brakes look familiar to you Harley riders, it's because they are. They use three, 4-piston calipers as seen on all Harley-Davidson production motorcycles for the past couple of years, a single uniform expansion rotor for the rear wheel, and a pair of new 1-piece floating rotors that are bolted directly onto the wheel hub. We found the brakes to be more than sufficient for this bike, making braking just as much fun as accelerating.

The V-Rod's sturdy chassis, good suspension, and strong brakes make for a bike that inspires confidence, encourages you to explore its potential, and discover more of your own riding abilities.

The V-Rod may not offer enough ground clearance to allow the closet sport-bike rider to pull out all the stops and grind his knees on the pavement, but it certainly will open incredible new horizons to the unsuspecting cruiser enthusiast. It did just that for us.

Whether you like it or not, we are definitely dealing with a completely new breed of Harley-Davidson motorcycle, and it's probably safe to say that the VRSCA V-Rod will not stand alone for long as the only model to use the Revolution engine. With only 11,000 V-Rod's in production for 2002, this road rocket is a sell out!

— *Lafayette*



Dimensions

Length	93.6 inches
Seat Height	26.0 inches
Ground clearance	5.6 inches
Lean angles	32 degrees
Rake	34 degrees
Fork angle	38 degrees
Wheelbase	67.5 inches
Dry Weight	596.7 pounds

Powertrain

Engine	Revolution
Bore and stroke	3.94 x 2.84
Displacement	69 cubic inches/ 1130ccs
Horsepower	115
Compression ratio	11.3:1
Fuel system	ESPFI
Oil capacity	4.0 quarts
Fuel capacity	4.0 gallons
Miles per gallon	47 highway/ 37 city
Exhaust system	2-into-1-into-2

Drivetrain

Primary drive	High contact ratio spur gear 64/117

Gear ratios

1st:	11.749
2nd:	7.897
3rd:	6.321
4th:	5.456
5th:	4.889

Torque

Foot-pounds at rpm:	74.0 @ 7000 rpm

Instruments

Electronic speedometer
Odometer and resetable trip meter
Tachometer
Fuel gauge
Low fuel light
Oil pressure light
Cooling temperature light
Engine diagnostic light
Security system (optional)

Brakes/Wheels/Tires

Brakes	Harley-Davidson 4 piston
Wheels	Harley-Davidson disc
Front	19 inch
Rear	18 inch

Tires size

Front	120/70ZR-19
Rear	180/55ZR-18

Color Options

Anodized aluminum body panels, powder painted frame

MSRP:	$16,995
Photos:	Ken Ross

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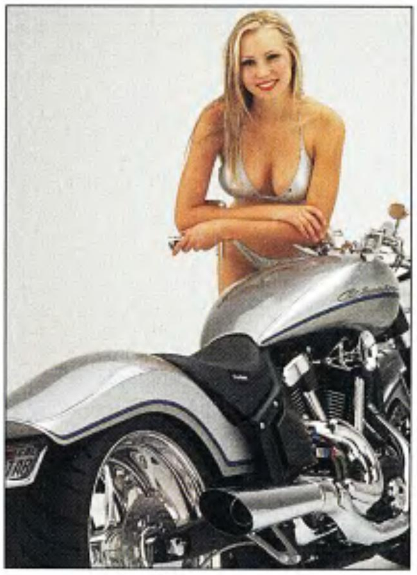
ComingAtYa

The January 2002 issue of *Easyriders* (No. 343) starts the new year with a Rodeo Roundup of our mega-Easyriders Rodeo in Chillicothe, Ohio. Party 'til ya forget who you are at this ultimate biker bash! Then ride with Vietnam Vets for a great cause, meet our brothers overseas at the Euro H.O.G. Rally, and end up kickin' out all the stops at the Red River Run.

Besides killer events, we'll show off some of the best bikes from our Easyriders Bike Show season as well as Shaquile O'Neal's new Jesse James chopper!

We'll bring you an update on the British Indian 4, preview this year's Bike Show Tour, and take you south of the border for a harrowing True Road Tale. And when you're ready to burn rubber, check out our Tempting Tire Guide.

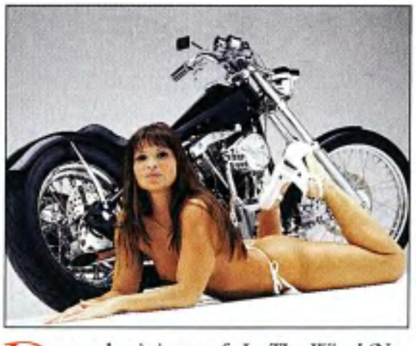
On sale December 4th.



The decadently dazzling December 2001 issue of *V-Twin* (No. 8) magazine brings you 10 killer custom bikes and some mighty hot honeys wrapped around them like a holiday present, bow and all. Speaking of, we'll offer up a look at two-wheeled stocking stuffers for under your tree, give you a long distance, saddle sore Road Tale, and some great coverage of the Sturgis Rally and Races. If you were at the Black Hills Classic this year, you might see yourself in this Super Sturgis Special! Meet marvelous master bike builder Paul Yaffe, check out our Holiday Gift Guide and our cool Yule Tool Guide. All this and more awaits in the devastating December '01 issue of *V-Twin* magazine. It's a whole lot more fun than cleaning up reindeer poop, and believe us, it smells a whole lot better!

On sale November 13th

The December issue of *BIKER* (No. 198) brings ya Sassy on a '79 Shovelhead, Billy Tinney focusing on the new Easyriders Rodeo in Hopkinsville, Kentucky, and a Travelin' Trails from New Orleans. *On sale now!*



December's issue of *In The Wind* (No. 107) has its saddlebags filled with gobs of photos, focusing its lens on Li'l Bit with Paul Stoner's shovel, the Laconia Rally, and Rolling Thunder XIV. *On sale now!*

Easyriders
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Easyriders®
United We Ride...

A.

A. Belted Biker Jacket

This heavy leather biker jacket has 5 outside pockets, 1 inside, zip front and sleeves, removable lining, padded-protected elbows, forearms, side and belt adjustments, zipper vents in back for air flow, extra long sleeves, inside wind flap on front zipper and kidney support.

4182 Sizes MD, LG, XL, XX, XXX $349.00

B. Motorcycle Touring Jacket

For the serious riders we geared up this heavy-duty cowhide jacket to protect you with reinforced elbows, forearms, shoulders and extra kidney support. Other features include adjustable lace-up sides, an embossed logo on the left shoulder, zippered pockets on the sleeve and zippered vents for extra ventilation. The removable quilt lining adds flexibility for year-round riding.

4150 Sizes MD, LG, XL, XX, XXX $429.00

C. Basic Biker Jacket

No bells. No whistles. Just top quality leather designed in the classic biker image. Features include three front pockets and one inside, plus side adjustments, extra long sleeves that zip at the bottom and kidney support.

4181 Sizes MD, LG, XL, XX, XXX $219.00

D. Cruiser Jacket

This soft leather jacket is perfect for those warm days on the bike and those cool nights out on the town. Strong lines, a waist length, zippered sleeves, adjustable sides, four pockets outside two inside and a tailored back make this a perfect jacket.

4186 Sizes MD, LG, XL, XX, XXX $199.00

B.

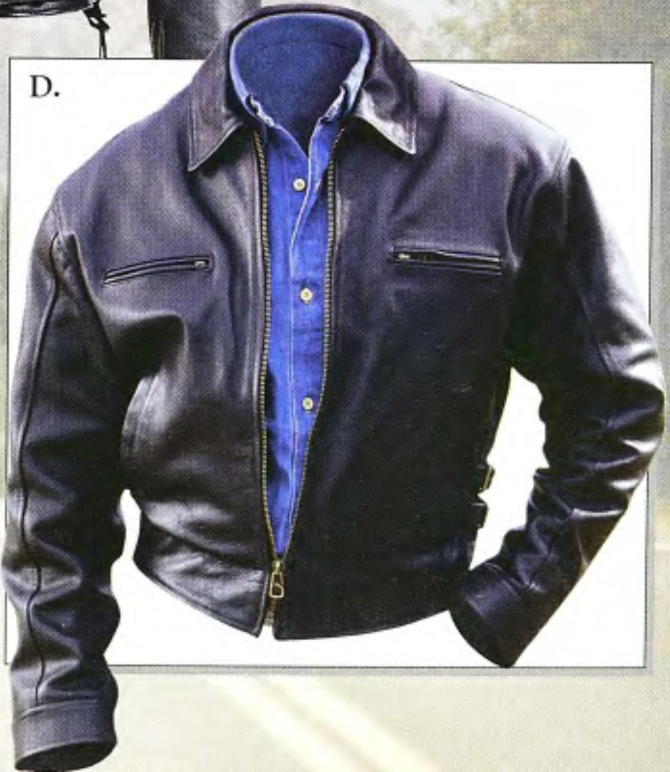
Phone:
(800) 247-6246 or
(818) 889-8740

Fax:
(800) 523-8301 or
(818) 889-4726

www.easyriders.com

C.

D.



E. Pigment Dyed Canvas Jacket

This jacket packs a punch. With a quilted lining it is warm enough for even those chilly autumn days. It features two side pockets and one inside, a corduroy collar and ribbed cuffs and back waist and a silk screened logo on the back (see photo).
4137 Sizes MD, LG, XL, XX $109.00

F. Suede & Leather Varsity Jacket

Let your high school memories flood back when you wear this quality constructed jacket. This flash from the past jacket features leather sleeves and black leather trim around two outside pockets and one inside pocket, satin feel polyester lining, as well as a ribbed neck, cuffs and back waist. Adding a generous detailed embroidery across the back leaves nothing to the imagination. Available in two colors.
4143 Olive • 4142 Black
Sizes MD, LG, XL, XX $159.00

G. Leather Chaps With Jean Pockets

These stylish yet rugged all-weather riding leather chaps have lined legs, snap bottoms and two front jean style pockets.
6126 Sizes SM, MD, LG, XL, XX, XXX
$159.00

E.

F.

F.

G.

A.

B.

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D. ***New!***

Detail on brim

A. Water Resistant Jacket

Here is a heavy duty jacket that is light in weight. Features start with water resistant Nylon outside and a soft nylon lining, filled with soft cushioned poly stuffing, an inside pocket, one zipper pocket on sleeve, two zippered front pockets, and ribbed cuffs, collar and waist. And if you ever need a handy pillow this might just do the trick!
4135 Sizes MD, LG, XL, XX
$119.00

B. Two Piece Rainwear

Who says rainwear has to look like rainwear? Here is a set of *Easyriders* rainwear you won't want to take off. It's styled just right with features that include reflective strips; elastic at the waist, wrist and ankles; tons of pockets; and a velcro closure over the zipper and at the neck.
4710 Sizes MD, LG, XL, XX $79.00

C. Long Sleeve Leather Shirt

For those of us who can't live without leather, we offer a soft fully-lined Napa leather shirt featuring two snap-closure front pockets,a snap down collar and shirt-tail bottom.
3310 Sizes SM, MD, LG, XL, XX, XXX $189.00

D. Embroidered Easyriders Hat

This hat has some heavy duty embroidery that makes the *Easyriders* bike logo pop right off the hat. Look closely at the brim and you will see the word *Easyriders* in such detail it will amaze you. The hat also features a velcro, adjustable closure in the back.
300408 $19.95

C.

E. Wool Southwest Vest
100% wool and cool! This traditional Southwest design vest features two outside pockets, one inside pocket and a zip front. For rugged good looks and extra durability, we've added real leather accents.
3356 Sizes MD, LG, XL, XX $79.00

F. Wool Southwest Jacket
The *Easyriders* Southwest Wool jacket is fashioned from durable, comfortable 100% wool. This jacket also features leather trim, a zip-up front, two outside pockets, full lining and a snap down collar.
3332 Sizes MD, LG, XL, XX $89.00

G. Four Pocket Vest
This supple vest is fully lined with three zippered pockets, plus it has a change pouch to give you plenty of storage space. The adjustable lace-up sides allow a comfortable fit and the built-in kidney panel makes it a great riding vest.
5170 Sizes MD, LG, XL, XX, XXX
$149.00

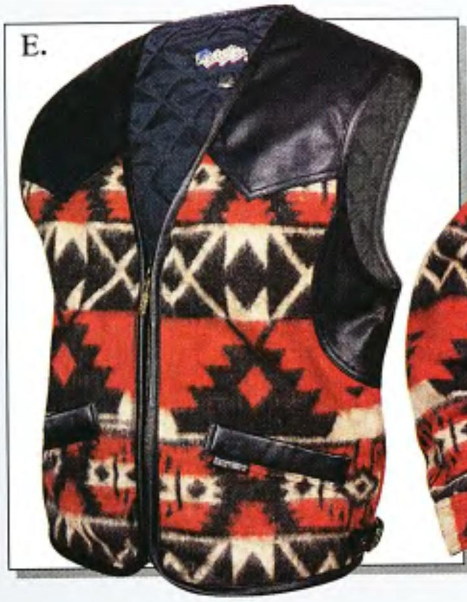
H. Cruiser Vest
Get pumped. Then show off those biceps or your favorite tattoo with this heavy duty black leather vest with buckle adjustments, 2 pockets for your hands and 2 more for your valuables.
5175 Sizes MD, LG, XL, XX, XXX
$119.00

I. Outback Touring Vest
This all-weather vest with seven front pockets, one side pocket and large flapped pocket in the back is proof that you can take it all with you. Oil/wax impregnated cotton provides wind and water resistance.
4145 Sizes MD, LG, XX ~~$99.00~~
Now $69.00

J. Pigment Dyed Canvas Vest
There are just some days when you want to shed that big coat but still have something to keep the wind off your chest.
This heavy quilted vest has two outside pockets and one inside.
4139 Sizes MD, LG, XL, XX $79.00

K. Vest Extenders
When you need just a little more room in that vest or you just want to keep if from blowing wide open, we have the answer. These handsome looking bone and leather extenders come with an *Easyriders* Bike Logo Snap that attaches to your vest. Actual size 4 1/2".

310150	Natural	$14.95
310151	Black	$14.95


E.

F.

G.

H.

I.

J.

K.

A.

A. Embossed Denim Jacket

There is nothing more versatile or comfortable than a denim jacket. It is always in style so you will wear it for years. The unique embossed *Easyriders* logo adds style to an already great jacket. Made in the U.S.A.
9107 Sizes MD, LG, XL, XX $85.00

B. Bike Flame Hooded Zip Sweatshirt

This sweat shirt is made of 100% cotton with knit cuffs, zip front, a tie to tighten the hood and screen printed bike flame design enhancing the sleeves.
3716 Sizes MD, LG, XL, XX $44.95

C. Deluxe Hockey Jersey

This nice and roomy shirt is made of 12 oz. French terry cotton that is machine washable. Features include hidden slash pockets and silk screened flame design down both arms. Made in the U.S.A.
3717 Sizes MD, LG $55.00

D. Bike Logo Sweatshirt

This sweatshirt is made of 95% cotton and 5% polyester, this long wearing, low maintenance sweatshirt features our two color embroidery and is perfect on or off your bike.
3731 Sizes MD, LG, XL, XX $34.95

E. Deluxe Quarter-Zip Sherpa

This shirt is made of preshrunk 70% cotton and 30% polyester. This soft shirt has a ribbed knit cadet collar and cuffs, plus an antique brass look zipper and it's machine washable.
3701 Heather (not shown)
3702 Natural
Sizes MD, LG, XL, XX $59.00

B.

C.

Sleeve Print

D.

Logo—

E.

F. Light Blue Denim Shirts
This cotton denim shirt comes in your choice of long or short sleeve. They are machine washable and sport an embroidered, retro look logo above the pocket.
Sizes MD, LG, XL, XX

3740	Short Sleeve Lt. Blue	$31.95
3739	Long Sleeve Lt. Blue	$33.95

G. Dark Blue Denim Shirts
If you prefer dark denim, this cotton denim shirt also comes in your choice of long or short sleeve. They are machine washable and sport an embroidered, *Easyriders* bike logo above the pocket.
Sizes MD, LG, XL, XX

3742	Short Sleeve Lt. Blue	$31.95
3741	Long Sleeve Lt. Blue	$33.95

H. Twill Shirt w/Casual Collar
Here are two choices in a favorite style. They are made of 4.5 oz. cotton and feature a stiff relaxed collar (not button down) along with two button adjustable cuffs and a left chest pocket. The woodtone buttons are a nice touch to an already great looking shirt. Available in either stone (left) or a brown/black mini houndstooth pattern (right).
Sizes MD, LG, XL, XX, XXX $34.95
7496 Stone
7497 Houndstooth

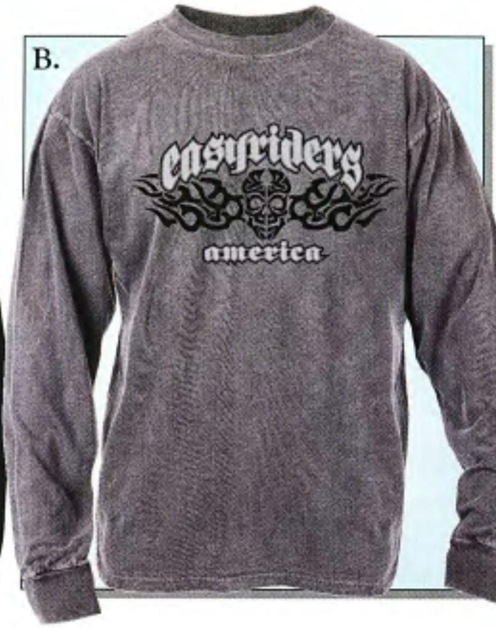
I. Band Collar Twill Shirts
These band collar shirts are made from some of the softest 100% cotton you'll ever put next to your skin. Two single button pockets, a touch of denim and an *Easyriders* embroidered logo finish it off nicely. It is available in a choice of two colors.
Sizes MD, LG, XL, XX, XXX $34.95
7466 Khaki
7465 Green

J. V-Wrap Sunglasses
321079 Smoke Lenses
$14.95

Phone: (800) 247-6246 or (818) 889-8740
Fax: (800) 523-8301 or (818) 889-4726
www.easyriders.com

A.

B.



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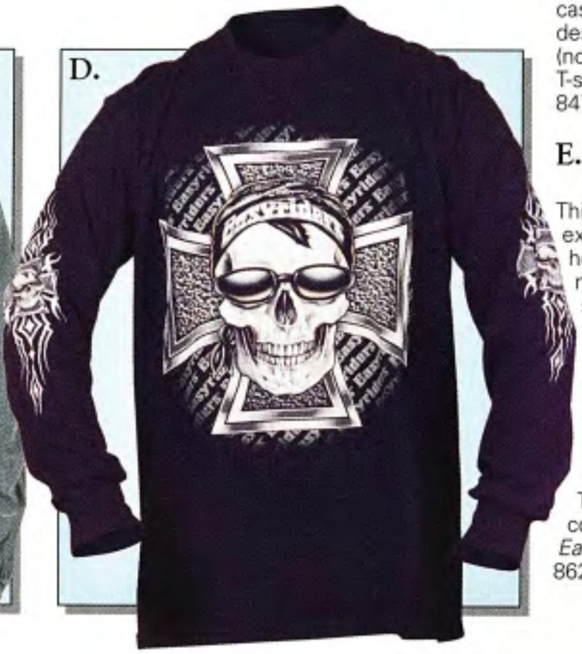


E.

F.

A. Easyriders Wants You!

This black long sleeve T-shirt comes with a compelling message. It is made from 100% cotton and has a ribbed collar and sleeves.

8621 Sizes MD, LG, XL, XX $24.95

B. Celtic Skull

This faded black shirt is made of 100% cotton and has a ribbed collar and cuffs. It's the perfect backdrop for the Celtic Skull design.

8622 Sizes MD, LG, XL, XX $24.95

C. All American Green

This pigment dyed shirt is made of comfortable 100% prewashed cotton and has a ribbed collar and cuffs.

8624 Sizes MD, LG, XL, XX $24.95

D. Skull Cross Long Sleeved T-Shirt

It's all in black and white, and in this case it's art which combines tribal tattoo designs with a unique skull and cross (no bones). It is a great addition to your T-shirt collection.

8478 Sizes MD, LG, XL, XX $29.95

E. Wolf Shield Long Sleeve T-Shirt

This design captures the elements and the experience of freedom with symbols that honor our Native American brothers. To make this shirt even better, it is screened on 100% preshrunk cotton.

8477 Sizes MD, LG, XL, XX $29.95

F. Bike Logo

Keep your arms from frying in the sun and keep the cool comfort of a T-shirt with an *Easyriders* long sleeve tee. This 100% cotton shirt with a ribbed collar and cuffs also features the popular *Easyriders* bike logo design.

8626 Sizes MD, LG, XL, XX $24.95

Phone:	(800) 247-6246 or
	(818) 889-8740
Fax:	(800) 523-8301 or
	(818) 889-4726

www.easyriders.com

Long Sleeve T-Shirts

These shirts feature a design on the front as well as both sleeves. They are made of 100% preshrunk cotton and are available in your choice of designs.

G. Flaming Skull
8725 Sizes MD, LG, XL, XX $24.95

H. Liquid Eagle -Lake Blue
8295 Sizes MD, LG, XL, XX $24.95

I. Tribal Skull
8709 Sizes MD, LG, XL, XX $29.95

J. Engraved Skull
8707 Sizes MD, LG, XL, XX $29.95

K. Ghostriders
8623 Sizes MD, LG, XL, XX $24.95

L. Skull Shield
8476 Sizes MD, LG, XL, XX $29.95

M. Diamond Plate
8708 Sizes MD, LG, XL, XX $29.95

G.

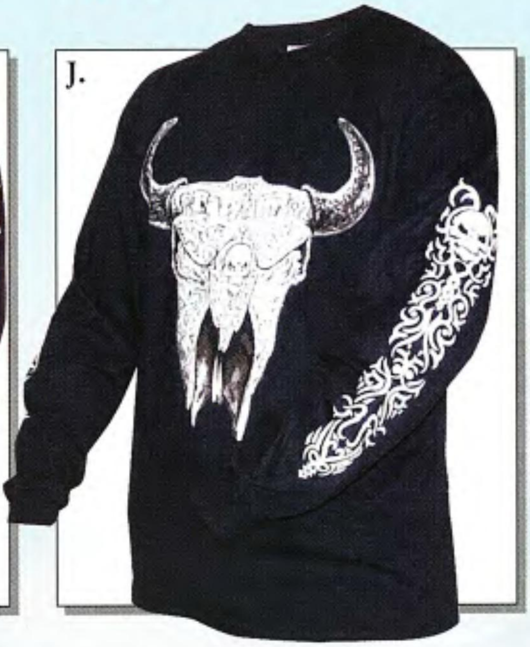
New!

H.

New!

I.

J.



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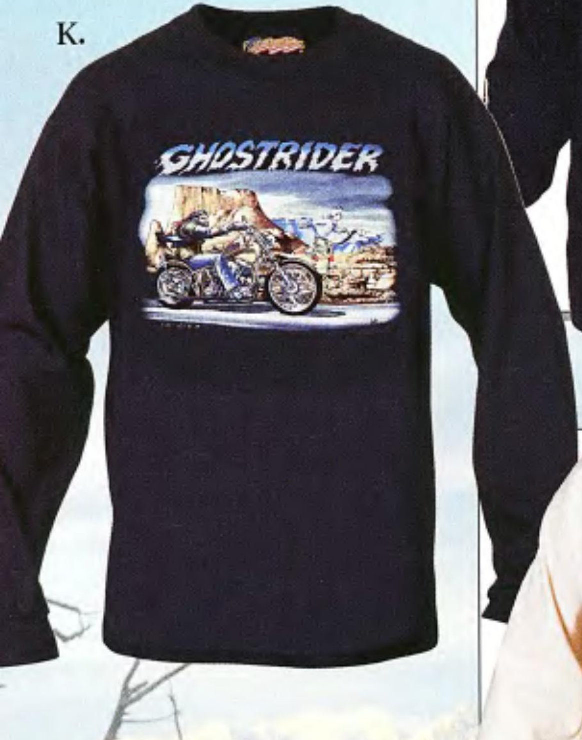

L.

M.

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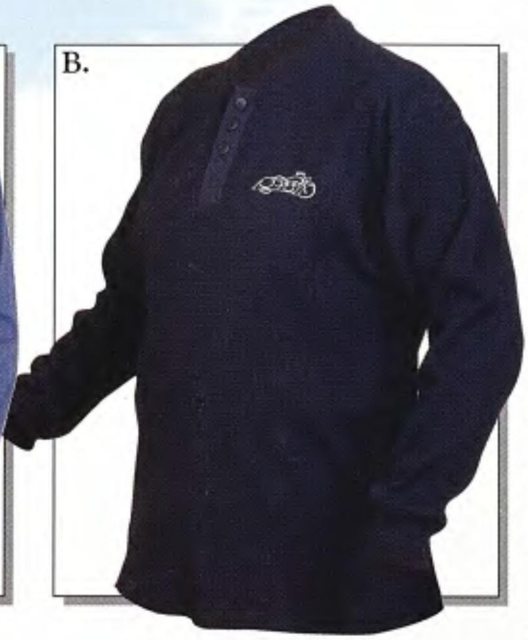
A.

Logo

B.



New!

C.

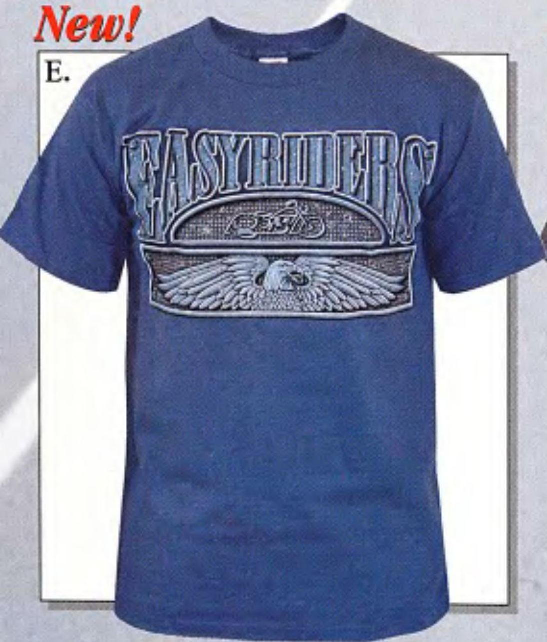
Logo

New!

D.

New!

E.



New!

F.

Design

A. Long Sleeve Silver Engine Henley

This steele blue, mens Henley is made of 100% cotton and features an embroidered silver engine and wings *Easyriders* logo.
3743 Sizes MD, LG, XL, XX $29.95

B. Long Sleeve Thermal Henley

This mens Thermal Henley fashioned from a 14 oz. heavyweight 100% cotton jersey and styled with the *Easyriders* bike logo.
3736 Sizes MD, LG, XL, XX $49.95

C. Embroidered Tribal Henley

This men's Thermal Henley has been inspired by the great tribal tattoos so often seen today. It's made from 14 oz. heavyweight 100% cotton jersey and an embroidered tribal logo in gold.
3737 Sizes MD, LG, XL, $24.95
XX $26.95

D. Embroidered Bike Logo Henley

Another great men's Thermal Henley made from 14 oz. heavyweight 100% cotton jersey sweetened with a richly embroidered *Easyriders* bike logo.
3738 Sizes MD, LG, XL, $24.95
XX $26.95

E. Wet Metal with Water Drops

You've never seen anything like this. This silk screened design has a special effect that when held in the light, looks like water drops within the design.
8514 Sizes MD, LG, XL, $16.95
XX $19.95

F. Embroidered Ying-Yang Pocket T-Shirt

Put your t-shirt wardrobe in balance with this Ying-Yang embroidered shirt. It is available in your choice of black or orange and made of 100% good Karma cotton.
8279 Charcoal • 8278 Orange
Sizes MD, LG, XL $19.95
XX $22.95

Phone: (800) 247-6246 or
(818) 889-8740
Fax: (800) 523-8301 or
(818) 889-4726
www.easyriders.com

G.

H.

G. Tye-Dye T-Shirts

The art of tye-dye is timeless. Each becomes a unique piece of art and has been accented with an embroidered *Easyriders* bike logo. It's made of 100% cotton adding comfort to style. and it is available in two styles.

1234 Flame tye-dye (left)
1236 Saphire tye-dye (right).
Sizes MD, LG, XL, XX $19.95

H. Flame Tye-Dye T-Shirt

Here's another choice of tie-dye but with a twist. This version has a nicely screened *Easyriders* logo above the left chest area. It is also made of 100% cotton.

8451 Sizes MD, LG, XL, XX $19.95

I. Embroidered Pocket T-Shirt

Be seen when you're riding on the road. This "Be Seen" t-shirt is made of 100% cotton and has a nicely embroidered logo over a convenient pocket.

8461 Sizes MD, LG, XL $18.95
XX $20.95

J. Mocha Pocket T-Shirt

An embroidered *Easyriders* logo sits over the pocket of this sturdy 100% cotton shirt. You'll dig the mocha color.

8460 Sizes MD, LG, XL $19.95
XX $22.95

K. Pocket T-Shirt with Skull Logo

One of the original 1970 Easyriders logo designs has been pinted on the pocket of a comfortable cotton tee. It's nostalgia at it's best.

8455 Sizes MD, LG, XL $19.95
XX $22.95

L. Blue Denim Embroidered T-Shirt

Called the Nearly Denim T-Shirt, it looks like heavyweight denim but it's actually soft 100% cotton. Surprise!

8901 Sizes MD, LG, XL, XX $14.95

New!

I.

J.

K.

L.

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B.

C.

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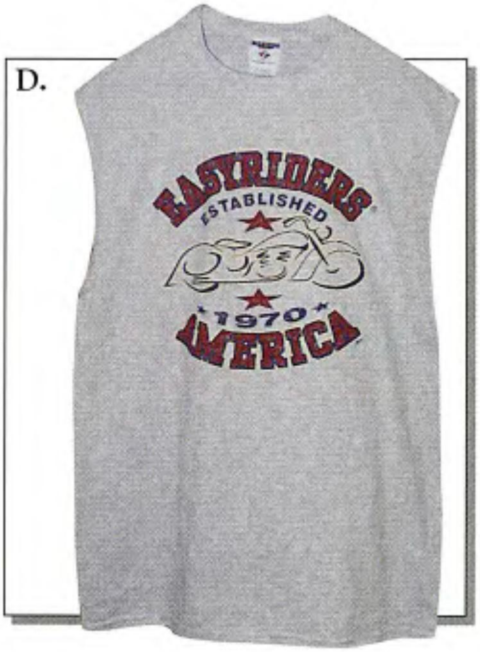

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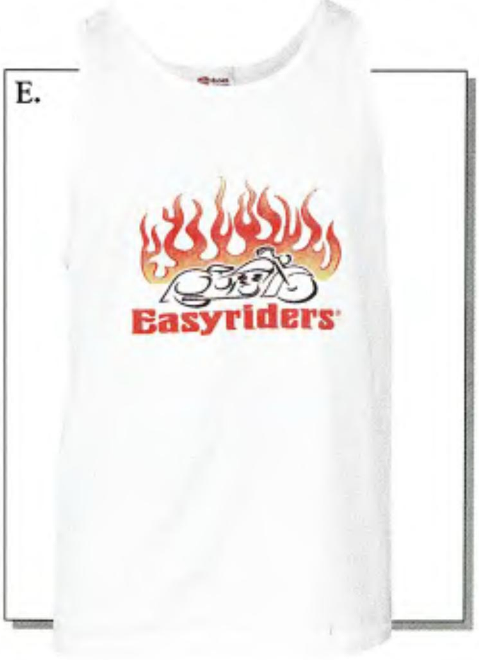

A. Flaming Tank Top

Heat things up a bit with this flaming screen printed tank top. Made of 100% preshrunk cotton,machine washable and made in the U.S.A.
8726 Sizes MD, LG, XL $16.95

B. Sleeveless Denim Shirt

If you've been working out or have a new tattoo to show off this shirt will do the job for you. Maybe you just want to layer up until the sun comes out. It has a worn (but not abused) look and feel. It's bound to be your favorite. Available in two colors.
9146 Black • 9148 Lt. Denim Blue
Sizes MD, LG, XL, XX $34.95

C. Muscle T-shirt with Skull logo

If you've got the biceps or some special body ink to show off, this tee is for you. It features the Easyriders name in one of the original 1970 designs printed on comfortable 100% preshrunk cotton. It's machine washable and made in the U.S.A.
8341 Sizes MD, LG, XL $16.95
XX $18.95

D. Mens 1970 American Muscle T-shirt

Easyriders was established in 1970 when extended front ends and ridged frames separated the men from the boys. Now this muscle tee is here to remind us of those days. It is made of 100% cotton and is screened on a heather gray shirt.
8916 Sizes MD, LG, XL $19.95
XX $24.95

E. Mens Logo Tank Tops

These comfortable tank tops are available in two designs and a choice of two colors. 100% preshrunk cotton. They are machine washable and made in the U.S.A.
8410 Skull Logo in Ash
8411 Skull Logo in White
8405 Flame Logo in Ash
8406 Flame Logo in White
Sizes MD, LG, XL $16.95
XX $18.95

Phone: (800) 247-6246 or (818) 889-8740
Fax: (800) 523-8301 or (818) 889-4726
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F. Bowling Shirt
In or out of the bowling alley, this shirt is hot. Its modern design is set on top of a comfortable poly rayon shirt that feels great on your skin. Granted, it was inspired by a 50's style, but it moves easily into the 21st century.
7300 Sizes MD, LG, XL, XX $49.95

G. Hawaiian Shirt
A motorcycle Hawaiian print shirt, what will they think of next? "Where can I get one?" was the comment when we road-tested this shirt. It is made of 100% cotton and has an open pocket on the left chest.
7305 Sizes MD, LG, XL, XX, XXX
$49.95

H. Embossed T-Shirts
An authentic embossed logo gives this T-shirt dimension. Just as you would expect from your favorite T-shirt, this one is made of comfortable 100% cotton and the pigment dye makes each one unique. Available in two colors.
8902 Blue • 8903 Black
Sizes MD, LG, XL, XX, XXX $19.95

I. Easyriders Flame Dress Shirts
Take dressing up to a whole new level with these outrageous flame shirts. They are made of a polyester material that feels more like silk and they're available in three styles:
Chest Flames w/flame buttons
Yellow and Gray Flames w/flame buttons
Blue & Red Flames w/skull buttons.
7500 Chest Flames
7502 Yellow & Gray Flames
7501 Blue & Red Flames
Sizes MD, LG, XL, XX $49.95

F.

G.

H.

I.

For over 20 years *Easyriders* T-shirt designs have always embodied the fun and freedom of the biker experience, and our newest T's continue that fine tradition. Some designs have also combined embroidery with the silk screened image, while others have been printed front and/or back. All designs are screen printed on 100% cotton.

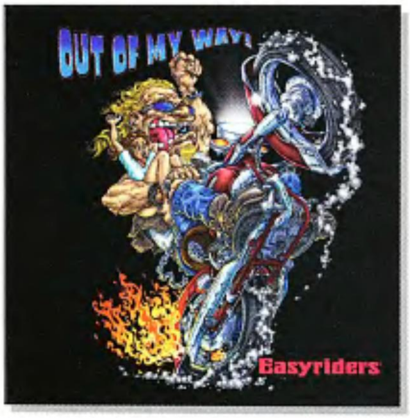
Unless otherwise noted, pricing is as follows:
MD, LG, XL T-shirts are $16.95 ea.
XX are $19.95 ea.
XXX (when available) are $22.95 ea.

SPROCKET EAGLE ***New!***
8283 Sizes MD, LG, XL, XX, XXX

CRANKIN' by Eric Herman (Back Print)
9700 Sizes MD, LG, XL $19.95
XX $21.95

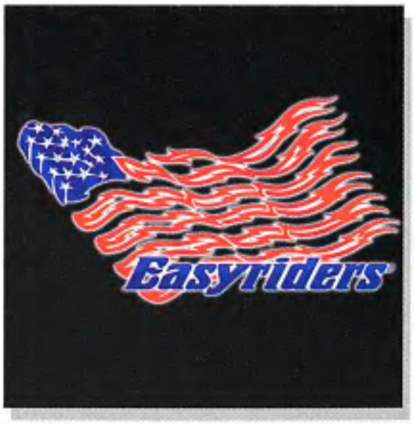
STURGIS by Eric Herman (Back Print)
9705 Sizes MD, LG, XL $19.95
XX $21.95

LIVE FREE
8920 Sizes MD, LG, XL, XX, XXX



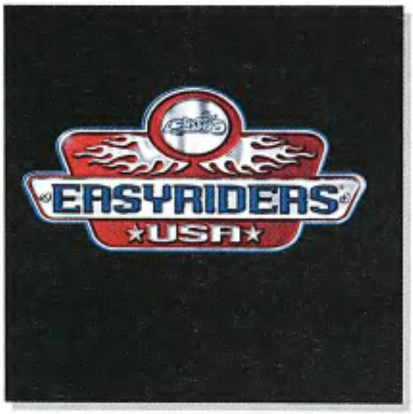
OUT OF MY WAY
8915 Sizes MD, LG, XL, XX, XXX

BRUSHED METAL ***New!***
8319 Sizes MD, LG, XL, XX, XXX

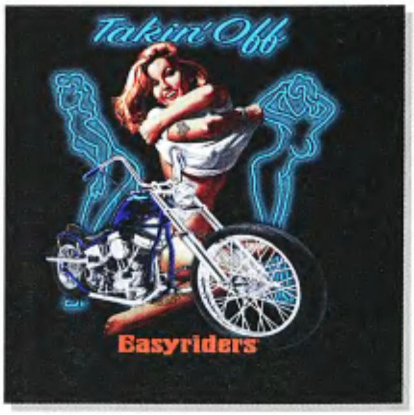


EASYRIDERS FLAG
8921 Sizes MD, LG, XL, XX, XXX

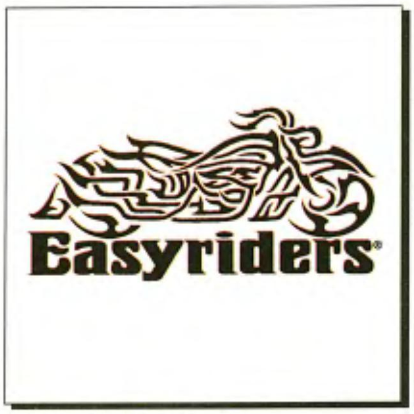
BIG LEAGUE
8917 Sizes MD, LG, XL, XX, XXX



EMBLEM
8914 Sizes MD, LG, XL, XX, XXX

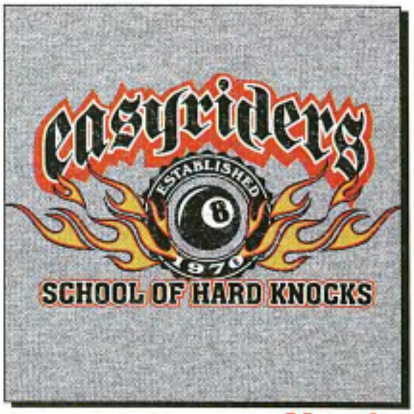


TAKIN' OFF
8913 Sizes MD, LG, XL, XX, XXX

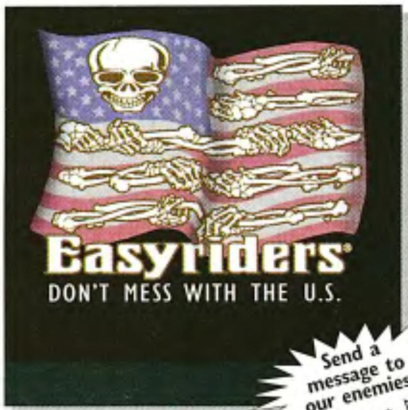


GOTHIC BIKE (white shirt)
8919 Sizes MD, LG, XL, XX, XXX

KNIGHT RIDER
8863 Sizes MD, LG, XL, XX, XXX



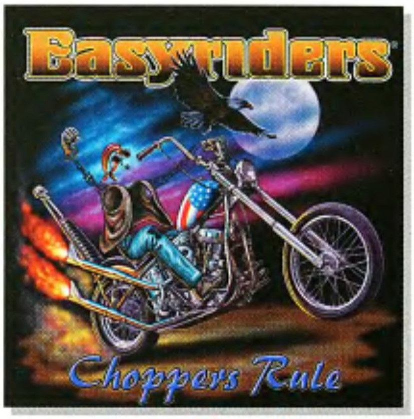
8 BALL (On Ash Shirt) ***New!***
8280 Sizes MD, LG, XL, XX, XXX



Send a message to our enemies.

SKULL FLAG ***New!***
8284 Sizes MD, LG, XL, XX, XXX

SNAKE BITE T-SHIRT
8205 Sizes MD, LG, XL, XX, XXX

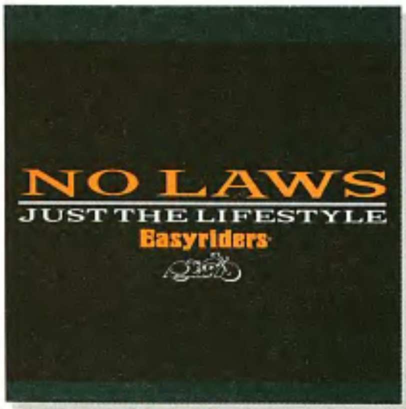


CHOPPERS RULE ***New!***
8232 Sizes MD, LG, XL, XX, XXX

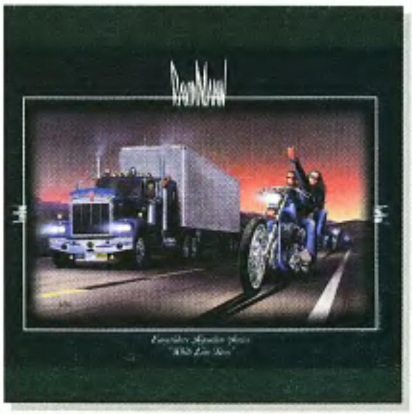
COLORADO CRUISIN
8866 Sizes MD, LG, XL, XX, XXX

RUN TO THE WALL
8865 Sizes MD, LG, XL, XX, XXX

VIETNAM VET
8715 Sizes MD, LG, XL, XX, XXX

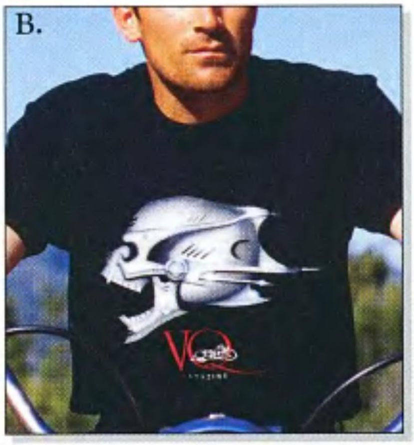


NO LAWS ***New!***
8519 Sizes MD, LG, XL, XX, XXX



WHITE LINE BROS - Signature Series w/embroidered David Mann signature.
8585 Sizes MD, LG, XL, XX, XXX $24.95

JUMBO EAGLE
8720 Sizes MD, LG, XL, XX, XXX



A. EAGLE & SNAKE

The lightning bolt image is on the front and back of this electric shirt.
8721 Sizes LG, XL, XX, XXX $22.95

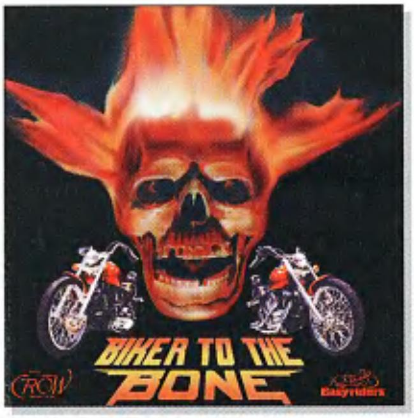
B. VQ Skull

There is a lot more to this VQ t-shirt than meets the eye. It starts with a silk screened contemporary metal look design and below it a richly embroidered VQ bike logo, all on top of a 100% cotton shirt.
8790 Sizes MD, LG, XL, XX $24.95

UNLESS OTHERWISE NOTED, PRICING IS AS FOLLOWS:

MD, LG, XL T-shirts are $16.95 ea.
XX are $19.95 ea.
XXX (when available) are $22.95 ea.

BIKER TO THE BONE ENGINE
8891 Sizes MD, XX, XXX

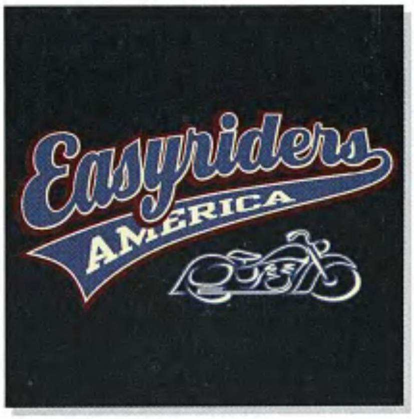


FLAMING BIKER TO THE BONE
8893 Sizes MD, LG, XX, XXX

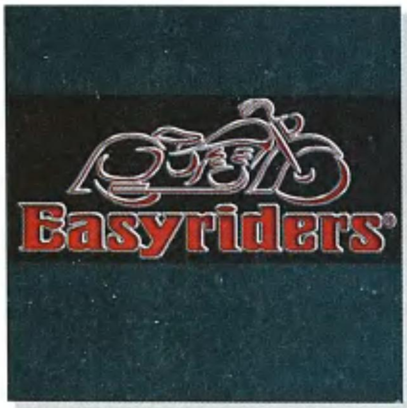
WOLF ENGINE
8894 Sizes MD, XX, XXX

BIKE & EAGLE BOLT
8895 Sizes MD, LG, XX, XXX

DREAM MACHINE
8896 Sizes MD, LG, XL, XX, XXX

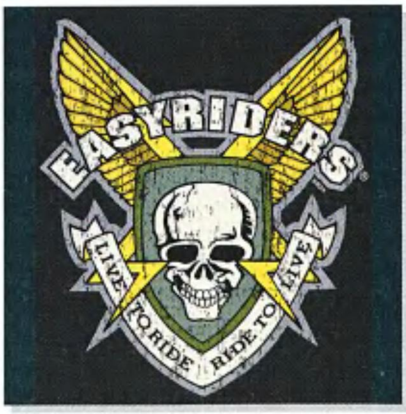


ALL AMERICAN EASYRIDERS
8897 Sizes MD, LG, XL, XX, XXX



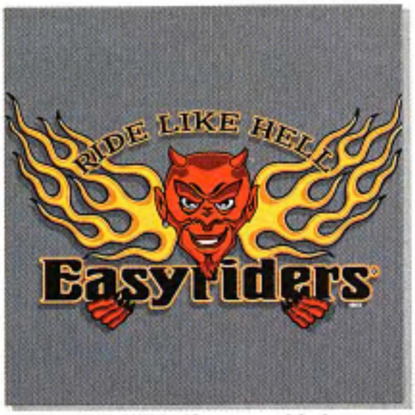
CHROME BIKE LOGO
8918 Sizes MD, LG, XL, XX, XXX

EASYRIDERS WANTED (On sand shirt)
8922 Sizes MD, LG, XL, XX, XXX



LIVE TO RIDE-AIRBORN
8924 Sizes MD, LG, XL, XX, XXX

QUALITY BRAND (On white shirt)
8926 Sizes MD, LG, XL, XX, XXX

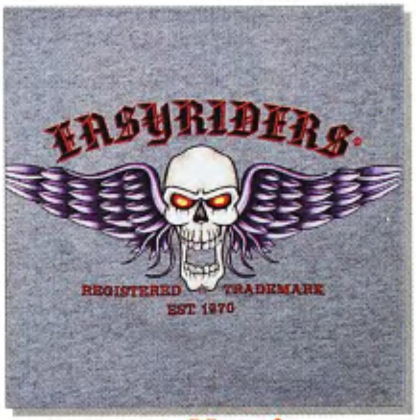


RIDE LIKE HELL (On gray shirt)
8923 Sizes MD, LG, XL, XX, XXX

CHROME SKULL
8925 Sizes MD, LG, XL, XX, XXX

PIN SKULL *New!*
8372 Sizes MD, LG, XL, XX, XXX

TRIBAL WOLF (On gray shirt) *New!*
8282 Sizes MD, LG, XL, XX, XXX



PURPLE WINGS *New!*
8719 Sizes MD, LG, XL, XX, XXX

Kids Shirts

A. Kids Long Sleeve Flame Shirts

The great hot flame logo on the arms in a cool color T-shirt.
8812 Ash Size SM, MD, LG $19.95

B. Childrens Biker Shirts

Kids find motorcycles just as cool as adults and you can't duplicate the smile on their face when they get one of these unique shirts. These shirts are made of 100% preshrunk cotton, machine washable and are made in the U.S.A. Shown top to bottom.
8818 Flower Power
8819 This Li'l Piggy
8817 Flame Bike
Sizes 4, 8, 12, 16 $14.95

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Fax: (800) 523-8301 or
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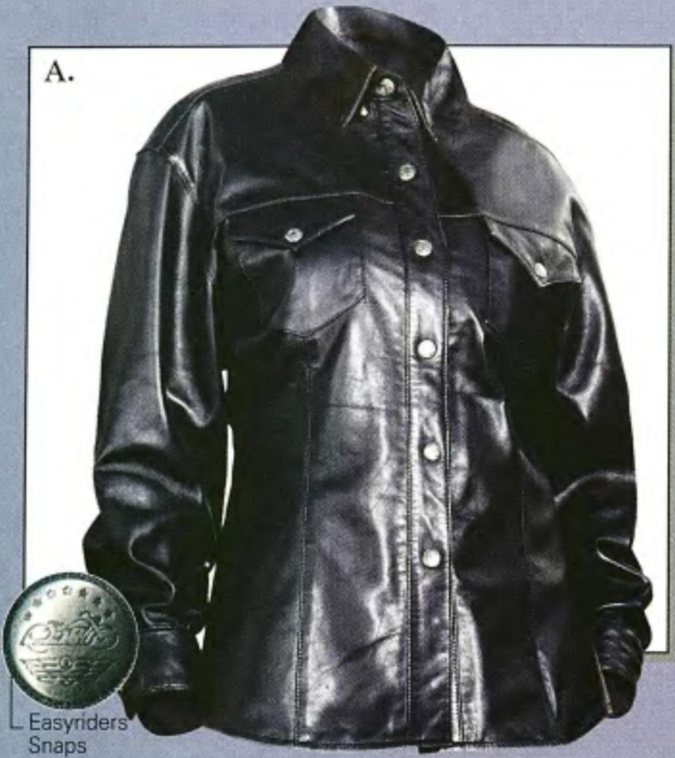
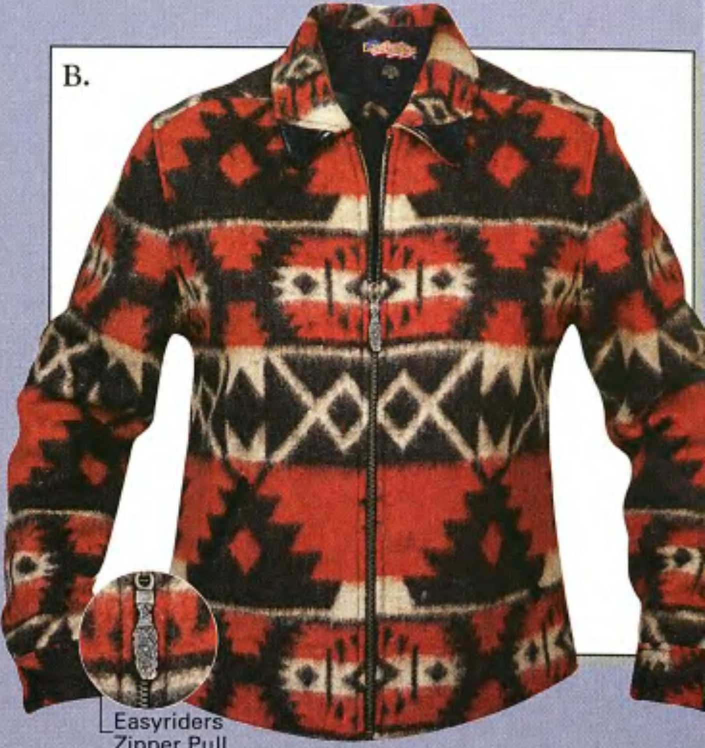
A.



Easyriders Snaps

B.



Easyriders Zipper Pull

C.

D.

E.

A. Ladies Lambskin Leather Shirt

Tapered back super soft lambskin leather shirt has dual front snap pockets and a snap down collar. It's a shirt you'll never want to take off.

7200 Sizes SM, MD, LG, XL $169.00

B. Southwestern Zipper Wool Jacket

Wearing this jacket is like wrapping up in a warm blanket. It features a light quilted l ining, zipper front, leather trim on the snap downcollar, one inside pocket and two side pockets.

3327 Rust/Beige/Black
Sizes SM, MD, LG, XL $69.00

C. Womens Nastyfeet Boots

These handcrafted boots are designed for women and also feature Goodyear Welt construction, reinforced shanks, oil resistant soles and nasty cushioned insoles. (Approx. 11" high.)

2516 Sizes 5, 5 ½, 6, 6 ½, 7, 7 ½, 8, 8 ½, 9, 10 $179.00

D. Suede Glamour Vest w/Fringe

There is nothing like the look of fringe as a rider goes down the road. This vest makes that fringe more attractive with a deep neckline and zipper front (features a winged Easyriders zipper pull). It is fully lined and when you adjust the back just enough, you'll be surprised at what it does to the front. You'll blow them away whether you're riding or walking.

5521 Sizes SM, MD, LG, XL $119.00

E. Rampage Leather Jeans

These satin-lined jeans with zippered leg closures and an expandable back panel allow a great fit.

7120 Sizes 6 (27"), 8 (28"), 10 (29"), 12 (31"), 14 (32"), 16 (33") $209.00

F.

G.

H.

I.

J.

F. Long Sleeve Tie Dye
Wear a work of art. These hand dyed shirts are made of prewashed 100% cotton. Available in three colors, each one is a unique creation and they are.
4048 Green • 4047 Black • 4046 Blue
Sizes SM, MD, LG, XL $29.95

G. Ribbon Lace Tank Top
Soft, sweet and romantic, would be the best way to describe this top. It is made from lightweight cotton with delicate ribbon lacing at the bustline adding a romantic flair and sexy look. Available in two colors.
1103 Yellow • 1100 Black
Sizes SM, MD, LG, XL $24.95

H. Ladies Leather Chaps
These are possibly the softest, most comfortable chaps you can strap over a pair of jeans. Includes side zipper with a 6 snap bottom, one zipper pocket and one change pocket.
B6150 Sizes SM, MD, LG, XL $199.00

I. Thermal Henley with Bike
Made of 90% cotton and 10% lycra, this ladies top would make Shakespeare fall in love. It has built-in support in just the right places. It was designed to compliment a woman's body.
3776 Black • 3777 White
Sizes SM, MD, LG, XL $29.95

J. Gray Open Shoulder Top
Fill in the blanks. This shirt has a scooped neck, cut-out shoulders, and an attractive southwest silk screened design, all combined on a 100% cotton shirt. All it needs to make it look great is you.
3850 Sizes SM, MD, LG, XL $19.95

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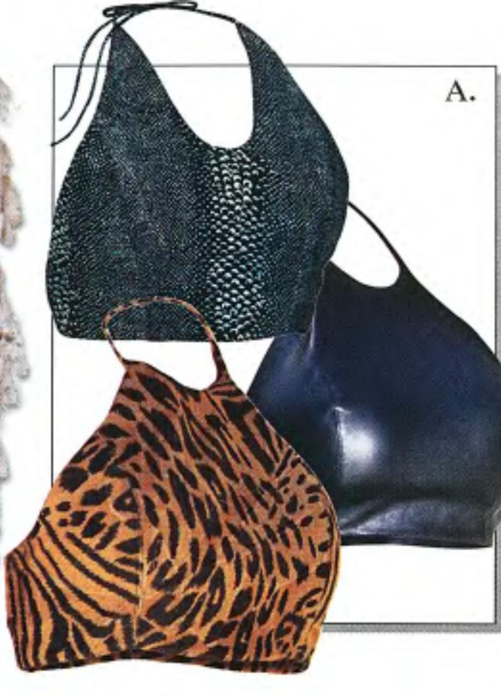

A.

A. Triangle Tops

Choose from your basic biker black, jungle cat animal print or ssssslinky snake design in a classic halter top design. Cut in the hot triangle design, these one-size-fits-all tops will keep you out of the Bermuda Triangle of boring clothes. Ties around the neck & back. One size fits most.

212010	Animal	$24.95
212011	Black	$24.95
212020	Snake	$24.95

B. Ladies Embroidered Fringe Halters

These tops were inspired by the far east and then designed with the sexy look of the west. Made of soft suede, they're embellished with beautiful embroidery and fringe. One size fits most. Available in three colors.
212001 Olive • 212002 Honey Brown
212003 Black $19.95

C. New Scoop Neck

Like a scoop of rich homemade ice cream, this top will make some mouths drool. The low front U snape is quite a compliment and the 100% cotton stretch fabric makes it feel great on your skin.
1045 Sizes SM, MD, LG, XL $24.95

D. Glamour Vest

Soft, lined, black leather vest has an adjustable back strap, four zipper pockets and a zipper front.
B5520 Sizes SM, MD, LG, XL $109.00

B.

Phone: (800) 247-6246 or (818) 889-8740
Fax: (800) 523-8301 or (818) 889-4726
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New!

C.

D.

E. Ladies Turtleneck

Made from a form-fitting 100% cotton, this sexy yet elegant turtleneck will follow you from your daytime adventure into a nighttime romance.
3840 Sizes SM, MD, LG $19.95

F. Leather Halters

You're bound to turn some heads with these backless, body hugging halters. One size fits most. Available in two styles.
212004 Two-tone Brown Gloss
212005 Python Brown
$19.95

G. Animal Print Glamour Vest

Styled after our ever-popular soft black leather glamour vest (on opposite page), this vest is made of rugged leather with a leopard-skin look.
5575 Sizes SM, MD, LG $69.00

H. Textured Top
Soft as an angel's wings, it's no wonder there's a silk screened angel design on the front of this long sleeved 100% cotton textured top.
3780 Sizes SM, MD, LG, XL
$24.95

I. Hook and Eye Thermal

You'll be hooked on this new Ladies thermal. Though it's cut from 100% cotton and 14 oz. heavyweight jersey, it's light and comfortable close to your skin.
4010 White • 4015 Black
4014 Red
4016 Natural
Sizes SM, MD, LG, XL $39.95

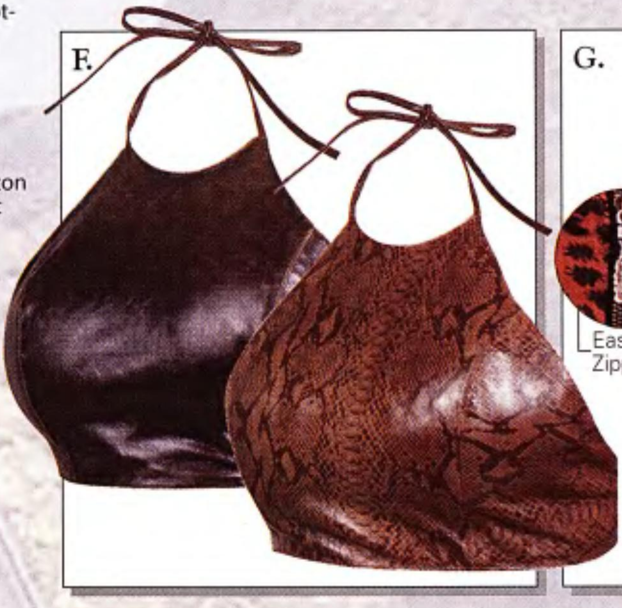
J. V-Neck Shirt

Short sleeves and a comfortable V-neck design make this an instant favorite. Available in three colors.
4106 Sea Foam • 4107 Raspberry
4105 Black
Sizes SM, MD, LG, XL
$19.95

E.

E.

F.



G.

Easyriders Zipper Pull

J.

H.

I.

A.

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C.

New!

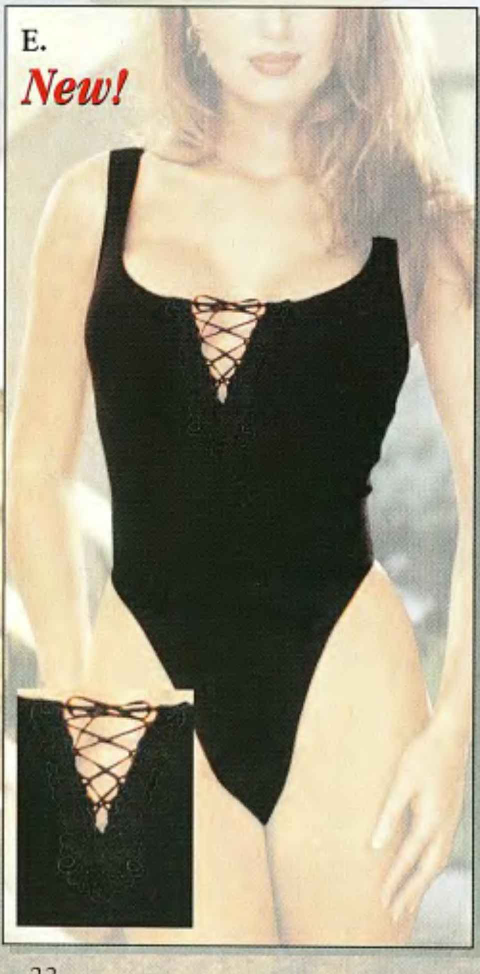
Also available in black

D.

Also available in black

E.

New!



F.

A. Crop Tank Top

This soft cotton top covers the bare necessities but shows lots of skin. Great for showing off that new belly button ring or your best tattoo. Features a unique animal pattern embroidered logo.
4032 Sizes SM, MD, LG, XL $24.95

B. Flaming Heart or Gothic Heart

These sweet little tank tops with a touch of fire in their design are sure to get some hearts flaming. They are made of 7 oz. ribbed 100% cotton and have been screened with very passionate *Easyriders* designs.
4031 Flaming Heart (left)
4030 Gothic Heart (right)
Sizes SM, MD, LG, XL $24.95

C. Ribbon Lace Tank Top

Here's a top with the same soft, sweet and romantic design as the long sleeve version on page 19. It is made from lightweight cotton with delicate ribbon lacing at the bustline. Available in two colors.
1104 Yellow • 1102 Black
Sizes SM, MD, LG, XL $19.95

D. Button Up Halter

Well, if it worked for Marilyn Monroe it can work for you. This is one of the most flattering looks in ladies tops. The added bare back with ties makes it feel like a custom fit.
3963 Black • 3964 White
Sizes SM, MD, LG, XL $24.95

E. Lace Front Bodysuit

This could be your most versatile top ever. It can be worn tucked into a pair of jeans as a sexy top, layered under another shirt (for a more conservative look) or wear it as a piece of romantically intimate apparel. It is made of soft, light ribbed cotton with a satin ribbon lacing through an ornate lace applique.
1101 Sizes SM, MD, LG, XL $24.95

F. V-Back Tops

Simple and understated, these polyester and Spandex tops can move from the motorcycle to the boardroom with ease. It won't matter if you wear them with a dressy long skirt under a suit jacket or alone with a pair of jeans. The black one is made of crinkled material so you never have to worry when you pack it. These are classy and just a bit sexy as well. Available in three colors.
4051 Black • 4050 Silver
4052 Animal
Sizes SM, MD, LG, XL
$34.95

G. Tie Dyed Tank Top
Hand dyed to make each one unique, this top is made of soft 100% cotton for comfort and wear. Dominate colors are Orange and Green.
4044 Sizes SM, MD, LG, XL $29.95

H. Short Sleeve Tie Dye Shirt
Once again a unique and retro look at a short sleeve T-shirt. Made from 100% cotton, it is dyed in light and dark blues with a touch of gray. Each is a one of a kind, just like you.
4045 Sizes SM, MD, LG, XL $29.95

I. Spaghetti Tanks
The delicate spaghetti straps hold up a hand colored tie dye design. Each one is just a little different from the other and made of 100% cotton with a subtle *Easyriders* bike logo. These tops give new meaning to LSD, Little Sexy Divas!
4040 Olive/Yellow/Orange • 4041 Blue/Yellow
Sizes SM, MD, LG, XL $24.95

J. Ribbed Tank Tops
These same hand dyed one of a kind designs have a 100% cotton ribbed tank top. The ribbing hugs all your curves and adds just a little something whether you need it or not. Available in two colors. Try one!
4042 Gray/Navy • 4043 Green/White
Sizes SM, MD, LG, XL $29.95

K. Tie Back Halter Top
This simple halter top just lays quietly on your body, so quietly you hardly know it's there. But believe us, others will know. It is made of polyester and Spandex which will keep it looking good through many washings.
4077 Red • 4076 White • 4075 Black
Sizes SM, MD, LG, XL $24.95

L. Lycra Drawstring Top
This sweet little number was inspired south of the border and will look great all the way to the moon. It is made of 100% cotton/lycra and feels very sexy on your skin. You can pull the cap sleeves off your shoulder and adjust the drawstring to fit your figure just right.
Black 3957 • Red 3958
Sizes SM, MD, LG, XL $34.95

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BARGAINS

Your choice for $19.95 each.

A. Empire Sheer Top

Sheer beauty! This shirt covers enough to wear anyplace and it reveals just enough to entice some mystery. It can be worn on or off the shoulder. Create some mystery of your own.

3956 Sizes SM, MD, LG, XL ~~$49.95~~

B. Sleeveless Plaid Shirt

In the 50's, clothing was made to hug a woman's figure and accentuate her curves. This style has been resurrected once again in this great blue plaid shirt. Step back in time and and do it in style.

9162 Sizes SM, MD, LG, XL ~~$29.95~~

C. Plaid Halter Top

This comfortable halter has every feature to enhance your figure. It is made of 100% cotton and it is machine washable. We think it's a wardrobe winner.

3950 Sizes SM, MD, LG, XL ~~$24.95~~

D. Sleeveless Shirt

These sleeveless shirts have a subtle embroidered eyelet floral design and feature a flattering collar, sleek tapered design and 100% cotton fabric. It is available in two colors.

9163 Black • 9164 White

Sizes SM, MD, LG, XL ~~$34.95~~

E. Shoulderless Top

This shirt fits right off the edge of your shoulder for a sexy look with full coverage. It is made of cotton with elastic running through to give it that puckered look, and who knows what that might lead to. Available in three colors.

3965 Black • 3966 White • 3967 Red

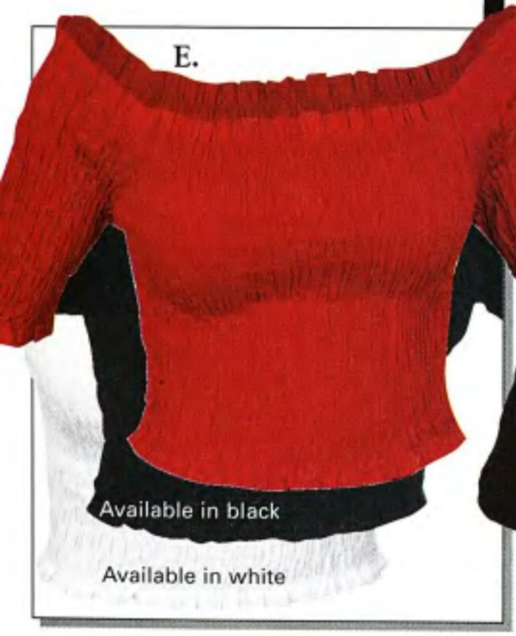
Sizes SM, MD, LG, XL ~~$24.95~~

F. Ladies Belly Button Tank

Made from pre-shrunk cotton, this tank has sexy over-the-shoulder straps and a V-neck. It also has five buttons showing down the front... six if you count yours.

4020 Black • 4022 Purple • 4021 Teal

Sizes SM, MD, LG, XL ~~$24.95~~



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G. Lace Up Velvet Sheer Top
Delicate laces allow just the right amount of skin to peek out from behind the soft stretch velvet. Sheer sleeves finish it off perfectly.
3955 Sizes SM, XL $55.00

H. Ladies Tie Front Top
Whatever the package, you can't find a better way to tie it up than with this light 100% cotton summer shirt. Available in two colors.
7165 Light Blue Denim • 7163 Black
Sizes SM, MD, LG, XL $29.95

I. Black Lace-Up Bustier
Made of 90% cotton and 10% lycra, this ladies top would make Shakespeare fall in love. It has built-in support in just the right places. It was designed to complement a woman's body.
3857 Sizes SM, MD, LG, XL $29.95

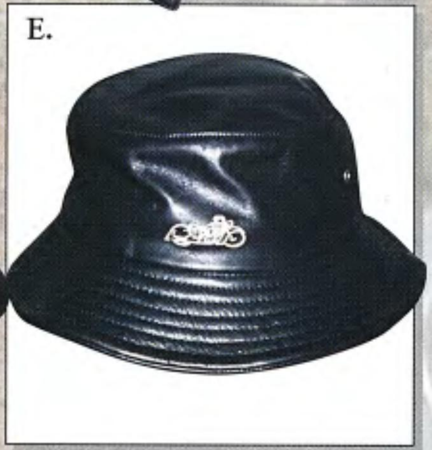
J. Lace-Up Tank
Features a lightweight 100% pre-shrunk cotton top with exposed stitching. (Oh yeah, it has a sexy lace-up front.) Available in three colors.
4012 Red • 4011 Natural • 4013 Teal
Sizes SM, MD, LG, XL $19.95

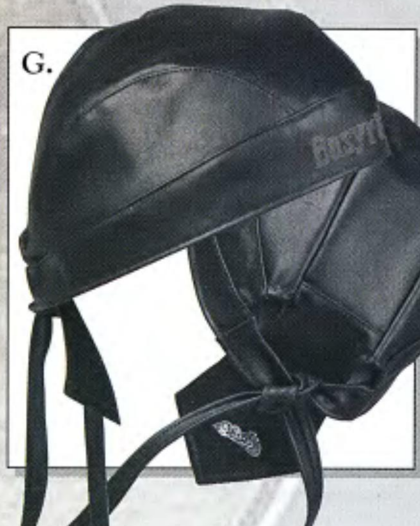
K. Sweater Vest/Tank
The super low V neck points straight to the slick silver buttons down the front. It's as comfortable as they come. Made of soft 100% cotton knit fabric, there's no better way to show off to the rest than with this vest.
4025 Sizes SM, MD, LG, XL $29.95

L. Ladies Night Shirts
Sweet dreams till moonbeams find you.....in a 100% cotton, 5.6 oz. heavyweight jersey fabric, pre-shrunk self trim scoop neck, side seam construction, double needle hemmed sleeves and bottom. Available in two designs.
208232 Black "Let Those Who Ride"
208233 White "On The Prowl"
One Size $19.95

M. Open Back V-Neck Top
This style has just popped into the fashion scene and once you wear it you'll know why. Its open back shows off one of the most sexy parts of a woman's body while the polyester/ spandex material make it light and comfortable to wear. It will keep its shape wash to wash.
4081 Berry • 4080 Black
Sizes SM, MD, LG, XL $44.95

N. Ladies Animal Print Cap
Pure animal attraction. This cap does more than keep the sun out of your eyes.
300365 $19.95





A. Men's Deerskin Gauntlet Gloves With Thinsulate

You can run the gauntlet in safety and comfort with these gloves. The rugged good looks and extra protection are enhanced by the warmth of Thinsulate construction. Made in the U.S.A.
2285 Sizes SM, MD, LG, XL $75.00

B. Men's Deerskin Gloves With Thinsulate

These mens gloves with Thinsulate offer extra comfort during colder riding days and nights. The Thinsulate fibers trap more air and insulate better than other materials. Made in the U.S.A.
2280 Sizes SM, MD, LG, XL $55.00

C. Men's Deerskin Gloves

When you slip on a pair of these Men's Deerskin Gloves, you'll enjoy the luxurious feel and comfort plus the advantage of proven durability. Made in the U.S.A.
2275 Sizes SM, MD, LG, XL $39.95

D. Skull & Flame Bucket Cap

This hat gives you a hip look and the comfort of 100% cotton twill at the same time. It has a 21/2" brim and a custom flame and skull embroidery. Made in the U.S.A.
300379 Sizes SM/MD
300380 Sizes LG/XL $24.95

E. Bucket Cap with *Easyriders* Logo in Leather

The bucket cap is even hipper in leather. Features an embroidered bike logo on the front with full grain cowhide.
300381 Sizes SM/MD
300382 Sizes LG/XL $44.95

F. Leather Chillbuster Scarf

Break the chill of a fast ride with this leather scarf With an embossed *Easyriders* Logo. It can also be worn over your face for those unexpected cool rides home. Adjustable snap back.
700046 $24.95

G. Leather Head Wrap

This all leather headwrap has been designed to form to you and features a logo pin on the tail flap.
300373 $39.95

H. Black Knit Scarf

Made of 100% double knit, this scarf is warm, and it's extra length will wrap around your neck and chest. It features an embroidered *Easyriders* bike logo. Made in the U.S.A. 300105 $19.95

I. Knit Black Cap

This traditional 100% acrylic knit cap rolls to size, and features an embroidered *Easyriders* Bike Logo. Made in the U.S.A. 300104 $11.95

J1.

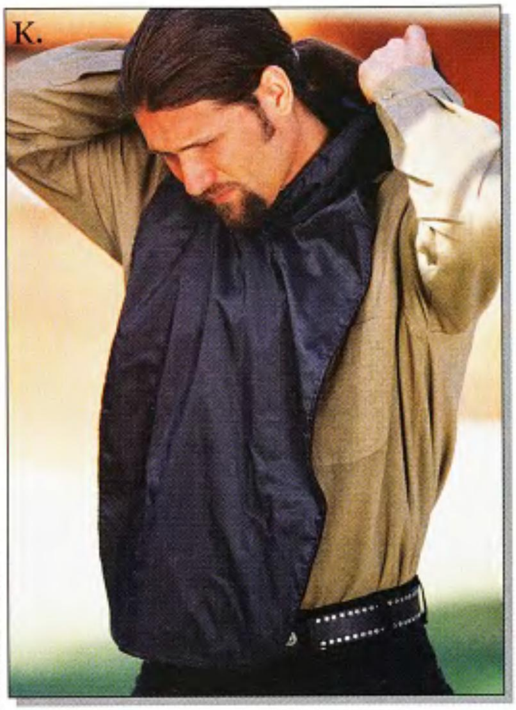
Easyriders Embossed Logo

J2.

J3.

J4.

K.

K.


L.

M.

N.

O.

J. Mens & Ladies Gel Gloves

These gloves incorporate the latest in padded glove technology. Designed to provide greater riding comfort, the gel gloves have a padding that makes your grip soft and much less stressful on your muscles. Comfort, warmth, and grip are what these gloves are all about.

1, 2290 Fingerless Glove
Sizes XXS, XS, SM, MD, LG, XL, XX $29.95
2. 2287 Perforated Gel Glove
Sizes SM, MD, LG, XL $55.00
3. 2289 Gel Glove
Sizes XS, SM, MD, LG, XL, XX $55.00
4. 2288 Ladies Perforated Gel Glove
Sizes SM, MD, LG $55.00

K. Chillbuster

Beat the cold with the *Easyriders* cotton/poly chillbuster. It completely covers the chest and neck area and features a secure velcro closure.

700047 $29.95

L. Beanie Cap

This comfortable canvas cap is has an old time rugged look and has a tight fit that's just right.

3064 Sizes SM/MD, LG/XL $19.95

M. Bull Denim Melton

You can wear it anyway you want to and still look good. The black heavy (bull) denim is light and durable. Made in the U.S.A.

3001 Sizes SM/MD, LG/XL $24.95

N. Neoprene Face Mask

This heavyweight neoprene face mask is similar to what skiers use, but updated with the biker in mind. It has a velcro closure, minimizes exposed skin to wind chill, slush, snow and rain. It has vents for mouth and nose and enough of an eye opening to accommodate glasses or goggles. Covers chin down to mid neck and one size fits all.

700113 $14.95

O. Helmet Liner Skull Cap

Keep your skull toasty underneath your helmet with this heavyweight solid black fleece liner. Beanie cap length covers your ears and can give you a place to stash your smokes if your pockets are full. Fleece on the inside, smooth finish on the outside.

700111 $9.95

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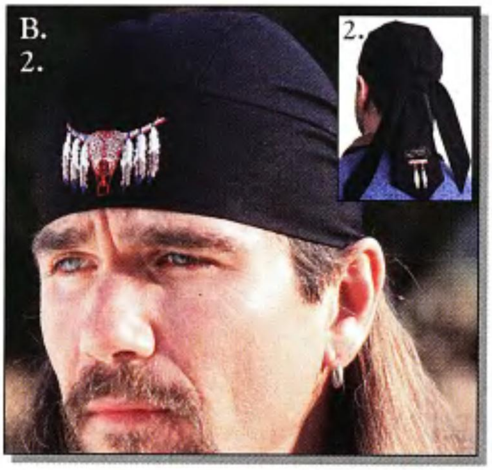


A. Flame Knit Beanie

On or off the bike, these flame beanies will keep the heat from leaving your body. Yeah, you'll be warm and look cool at the same time. Available in three colors, shown left to right.

300130 Yellow/Black/Red
300131 Red/Black/Orange
300132 Orange/Black/Yellow $19.95

B. Mens Head Wraps

Wrap your head in these classic biker wraps and keep your hair where you want it. Besides looking way cool, they serve a purpose. So stay ahead of the pack with your choice of four styles.

1. Skull & Flame 300383 $19.95
2. Southwest 300371 $19.95
3. Wheel 300370 $19.95
4. Bike Logo 300372 $19.95

C. Crazy Horse Leather Hat

This hat will become as comfortable as a pitchers favorite glove. It is made of Sanded canvas and has an oiled base leather brim. Made in the U.S.A.
300349 $19.95

D. Easyriders Ladies Headwraps

Maybe there is some help for helmet hair! For those who don't wear a helmet, these headwraps can help avoid the big knot at the end of the ride. Whatever your reason for wearing it, here are two stylish choices. They are made of 100% cotton and are machine washable.

300374 Gray
300375 Animal Print $19.95

E. Fitted Baseball Cap w/Skull & Flame

You'll love the fit on this hat with a six panel cotton twill blend, custom embroidered flame, skull on the front and the *Easyriders* bike logo on the back. Made in the U.S.A.

300377 Sizes SM/MD
300378 Sizes LG/XL $24.95

F. Ladies Animal Print Cap

Pure animal attraction. This cap does more than keep the sun out of your eyes.
300365 $19.95

G. Flex Wrap

321077 Smoke Lenses
321078 Clear Lenses $14.95

H. Flame Caps

Fire it up with one of these cotton twill caps in a six panel pro-style pattern with an adjustable self-fabric velcro strap in back. Available in three colors (shown left to right).

300401 Red/Orange/Gold
300400 Black/Orange/Gold
300402 Red/Red/Black $24.95

I. White Skull w/Celtic Flame Cap

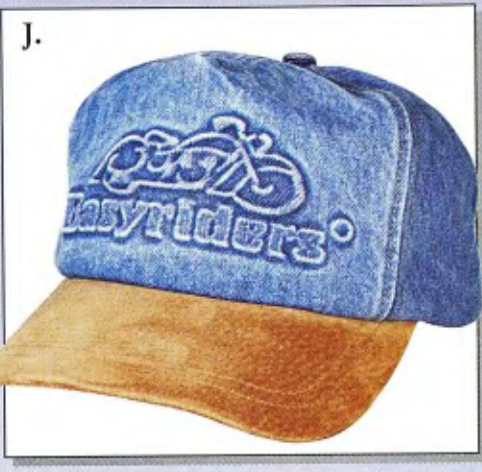
This hat features a white embroidered flanked on each side by black embroidered Celtic flames and the words Easyriders in orange. It is a six panel hat and it has an adjustable snap/buckle back.

300411 $17.95

J. Embossed Denim and Suede Cap

Another great hat made with 100% cotton denim, a suede brim and an adjustable metal closure. Made in the U.S.A.

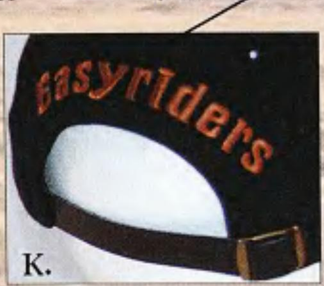
300376 $19.95



K. Metal Stud & Suede Cap

This hat is made of 80% Acrylic and 20% Wool and features a metal oval logo. It has additional embroidery on the back (see inset) and an adjustable snap/buckle back.

300403 $19.95



L. Tribal Skull Six Panel Cap

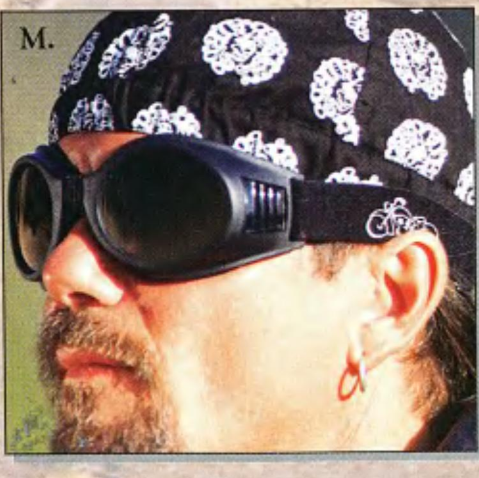
This hat features a golden embroidered tribal style skull and has an adjustable snap/buckle back.

300412 $17.95

M. Goggles

Features an adjustable elastic strap with the Easyriders bike logo and a soft drawstring case.

Smoke, 321026
Clear, 321027 $24.95



N. White Logo Embroidered Cap

This richly embroidered six panel cap has an adjustable velcro closure and is made of 100% cotton. It also has an adjustable snap/buckle back.

300409 $19.95

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A.

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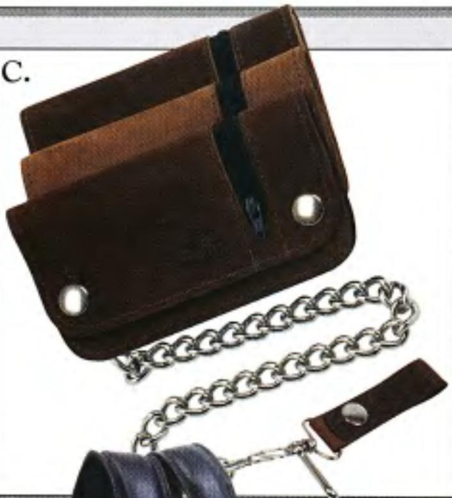

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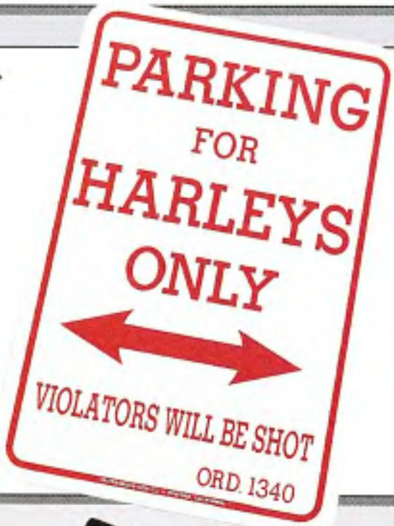

E.

F.

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A. Travel Sport Bag

This leather travel sport bag measures 23" x 11" x 12" and can really hold a bundle. It has a shoulder strap and handle with two zippered pockets and a double zippered center compartment.
700014 $119.00

B. Bi-Fold Wallet

These wallets are made from full-grain naturally tanned domestic hides that are drum dyed. They also feature the *Easyriders* bike logo. Colors may vary. Measures 41/2" x 31/2". Inside features plastic photo/card insert that holds 5 or 10 back to back, 4 credit card compartments, two more compartments and a larger pocket for paper money.
700062 Earth Tones $19.95

C. Zipper Biker Wallet with Chain

There's nothing like a chain to keep your wallet from wandering away from you. These wallets are made from full-grain naturally tanned domestic hides. The inside features a zipper compartment for change and a small ID or card compartment, as well as one for paper money while the outside has a zippered compartment. They are attractively drum dyed in Earth Tone hues. Colors may vary. Measures 6" long x 31/2" wide and has the *Easyriders* Bike Logo on the front.
700060 Earth Tones $19.95

D. Harley Parking Sign

Let it be known who parks in your driveway with these Harley signs. Metal sign "Violators Will Be Shot"
150051 $29.95

E. Back Pack

What a bag! This made-for-the motorcycle -rider backpack has padded adjustable shoulder straps, one front zippered pocket, two side velcro pockets and a top zipping center compartment. Like we said, "What a Bag".
700015 $109.00

F. Biker Wallet

Inside, this wallet has all the great features of the wallet above. It measures 6" long x 31/2" wide and has the *Easyriders* Bike Logo on the front.
700061 $24.95

G. *Easyriders* Bike Coffee Mug

Silk screened in red with real platinum silver.
600221 ~~$12.95~~ Now $8.95

H. Slant Mantel Clock

This handsome clock doesn't need a mantel to look good. It's a great way to keep track of time no matter where you put it. Measures 4"x4"x4" with a 3 1/2" dial. Made in the U.S.A.
290049 $29.95

I. Mens Nastyfeet Boots

These handcrafted boots are made with Goodyear Welt construction, reinforced shanks, oil resistant soles and nasty cushioned insoles. (Approx. 11" high.)
2515 Sizes 8, 8 ½, 9, 9 ½, 10, 10 ½, 11, 11 ½, 12 $179.00

J. Mens and Womens Logger Boots

Rugged as they come with full grain leather uppers, heavy-duty oil-resistant Vibram soles and hand-crafted with Goodyear Welt construction. Pass them down to your grandkids.
2525 Mens Sizes 8, 8 ½, 9, 9 ½, 10, 10 ½, 11, 11 ½, 12 $149.00
2526 Womens Sizes 5, 5 ½, 6, 6 ½, 7, 7 ½, 8, 8 ½, 9, 10 $149.00

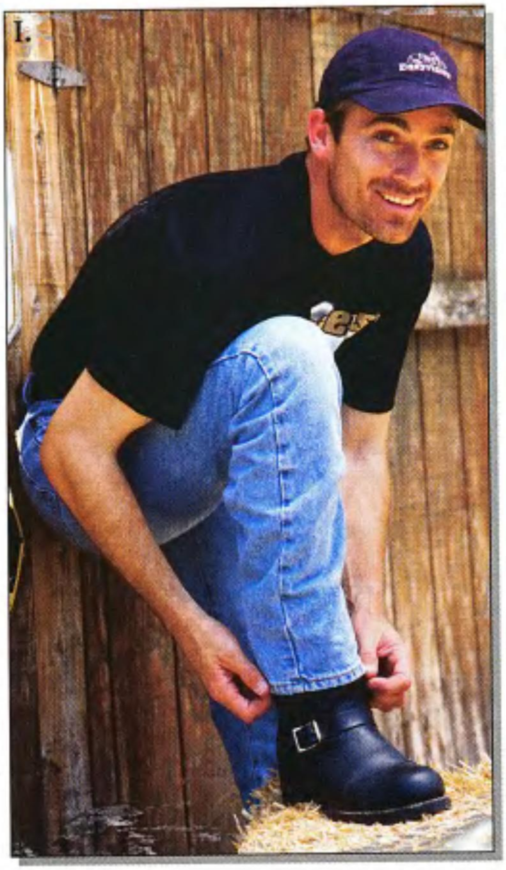
K. Retractable Keychain

This heavy duty keychain has a heavy duty metal clip on the back to hang on your belt. The metal chain retracts into a polished nickel case with an *Easyriders* logo.
300159 $11.95

L. Mens & Ladies Embossed Belts

These belts are made from heavy duty cowhide are embossed with the *Easyriders logo*. An added feature is the decorative buckle which gives it a rich look.
2336 Embossed Ladies Belt
Sizes 28, 30, 32, 34 $29.95
2351 Embossed Mens Belt
Sizes 32, 36, 40, 44 $39.95

I.



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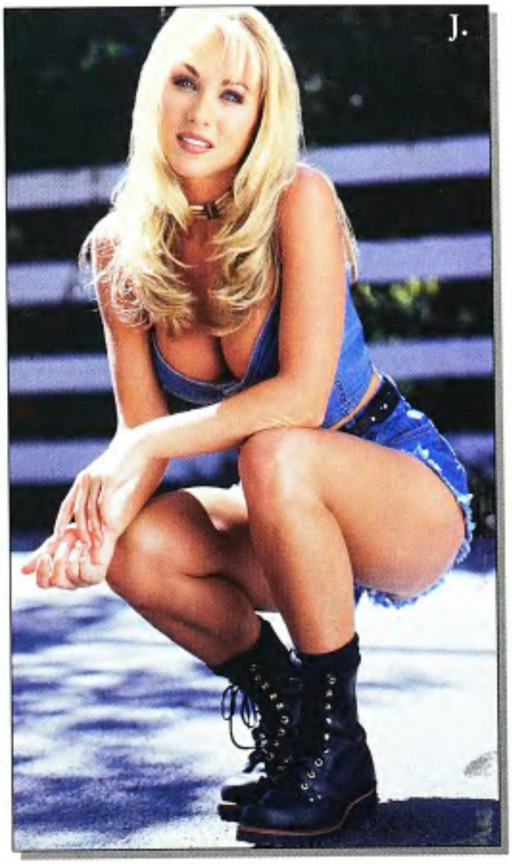

I.

I.

J.

K.

L.

Mens belt has Easyriders and bike logo.
Ladies belt has bike logo only.

Phone: (800) 247-6246 or
(818) 889-8740
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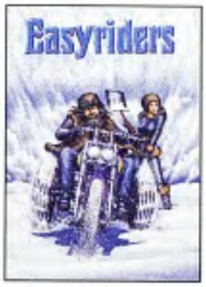
Christmas Cards

Grab a few boxes of Easyriders' newest selection of seasonal greeting cards. Choose from six holiday classic illustrations by the legendary David Mann. Boxed sets of twelve cards and envelopes are available in either your favorite design, or as a mixed assortment. Order by item number below each card.

110337 Mixed Set (2 of ea.)	$8.95	110335	$8.95
110334	$8.95	110333	$8.95
110327	$8.95	110331	$8.95
110332	$8.95		

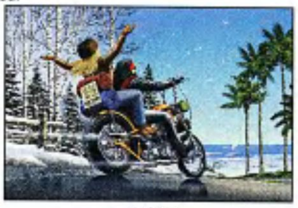


#110334
Hope you're having a great time shovelin' in the New Year

#110327
Season's Greetings

#110332
May all Your Christmas Wishes Come True.

#110335
Big Surprises come in small packages...Happy Holidays!


#110333
Wishing you a Merry Christmas wherever you may ride... Happy Holidays!

#110331
Best Wishes for a high flying Holiday!

Tis the Season to decorate your Christmas tree with festive biker ornaments from Easyriders' own North Pole. All four collectible quality decorations are elegantly cast in antique satin finished pewter. If you have a hard time choosing which one to buy, try the holiday four pack with one of each. They make great stocking stuffers too!

Bike Logo Ornament
253030 ~~$12.95~~ *Now* $8.95

Toy Run Ornament
253031 ~~$12.95~~ *Now* $8.95

Biker Ornament
253032 ~~$12.95~~ *Now* $8.95

Santa Ornament
253033 ~~$12.95~~ *Now* $8.95

Ornament 4 Pack
1 of each design.
253034 ~~$39.95~~ *Now* $29.95

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